



Hongkong Daily Press.

ESTABLISHED 1857

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You can Stop that Headache
AND ENJOY THE
FEELING OF RELIEF
FROM PAIN
IF YOU USE
CORRECT EYEWEAR
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,766. 號六十六百七千九萬一第 日一十月九年酉辛 HONGKONG, TUESDAY, OCTOBER 11TH, 1921. 二拜禮 號一十月拾年拾國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT

SOLE AGENTS:
**CALDBECK,
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CARTRIDGES!
NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favourite powders—E. C. and SMOKE-
LESS DIAMOND.
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& AMMUNITION STORE,
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FRENCH LESSONS
G. MOUSSON,
15, Morrison Hill Road. [40]

**PEAK TRAMWAY CO.
LIMITED.**
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SATURDAY
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, and already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes. [58]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after FRIDAY, September 16th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS													
Stations	No. 14	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2
	Local	Local	Local	Local	Local	Through	Through	3rd Class and Goods	Local	Local	Local	Local	Local
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
CANTON (Chai Sha Tsui)	dep.					8.00							8.30
				Sunday only									
SHEK LUNG	dep.					8.15							8.45
				Sunday only									
SHUM CHUN	dep.					8.30							9.00
SHENGSHUI	dep.	7.35	8.05	8.35	10.37	11.13	11.40	1.05	1.20	1.45	2.15	2.45	
YAMOI	dep.	7.38	8.08	8.38	10.44	11.47	12.07	1.08	1.23	1.48	2.18	2.48	
YAMOI	dep.	7.40	8.10	8.40	10.46	11.49	12.09	1.10	1.25	1.50	2.20	2.50	
YAMOI	dep.	7.42	8.12	8.42	10.48	11.51	12.11	1.12	1.27	1.52	2.22	2.52	
YAMOI	dep.	7.44	8.14	8.44	10.50	11.53	12.13	1.14	1.29	1.54	2.24	2.54	
YAMOI	dep.	7.46	8.16	8.46	10.52	11.55	12.15	1.16	1.31	1.56	2.26	2.56	
YAMOI	dep.	7.48	8.18	8.48	10.54	11.57	12.17	1.18	1.33	1.58	2.28	2.58	
YAMOI	dep.	7.50	8.20	8.50	10.56	11.59	12.19	1.20	1.35	1.60	2.30	2.60	
YAMOI	dep.	7.52	8.22	8.52	10.58	12.01	12.21	1.22	1.37	1.62	2.32	2.62	
YAMOI	dep.	7.54	8.24	8.54	11.00	12.03	12.23	1.24	1.39	1.64	2.34	2.64	
YAMOI	dep.	7.56	8.26	8.56	11.02	12.05	12.25	1.26	1.41	1.66	2.36	2.66	
YAMOI	dep.	7.58	8.28	8.58	11.04	12.07	12.27	1.28	1.43	1.68	2.38	2.68	
YAMOI	dep.	8.00	8.30	9.00	11.06	12.09	12.29	1.30	1.45	1.70	2.40	2.70	
YAMOI	dep.	8.02	8.32	9.02	11.08	12.11	12.31	1.32	1.47	1.72	2.42	2.72	
YAMOI	dep.	8.04	8.34	9.04	11.10	12.13	12.33	1.34	1.49	1.74	2.44	2.74	
YAMOI	dep.	8.06	8.36	9.06	11.12	12.15	12.35	1.36	1.51	1.76	2.46	2.76	
YAMOI	dep.	8.08	8.38	9.08	11.14	12.17	12.37	1.38	1.53	1.78	2.48	2.78	
YAMOI	dep.	8.10	8.40	9.10	11.16	12.19	12.39	1.40	1.55	1.80	2.50	2.80	
YAMOI	dep.	8.12	8.42	9.12	11.18	12.21	12.41	1.42	1.57	1.82	2.52	2.82	
YAMOI	dep.	8.14	8.44	9.14	11.20	12.23	12.43	1.44	1.59	1.84	2.54	2.84	
YAMOI	dep.	8.16	8.46	9.16	11.22	12.25	12.45	1.46	1.61	1.86	2.56	2.86	
YAMOI	dep.	8.18	8.48	9.18	11.24	12.27	12.47	1.48	1.63	1.88	2.58	2.88	
YAMOI	dep.	8.20	8.50	9.20	11.26	12.29	12.49	1.50	1.65	1.90	2.60	2.90	
YAMOI	dep.	8.22	8.52	9.22	11.28	12.31	12.51	1.52	1.67	1.92	2.62	2.92	
YAMOI	dep.	8.24	8.54	9.24	11.30	12.33	12.53	1.54	1.69	1.94	2.64	2.94	
YAMOI	dep.	8.26	8.56	9.26	11.32	12.35	12.55	1.56	1.71	1.96	2.66	2.96	
YAMOI	dep.	8.28	8.58	9.28	11.34	12.37	12.57	1.58	1.73	1.98	2.68	2.98	
YAMOI	dep.	8.30	9.00	9.30	11.36	12.39	12.59	1.60	1.75	2.00	2.70	3.00	
YAMOI	dep.	8.32	9.02	9.32	11.38	12.41	13.01	1.62	1.77	2.02	2.72	3.02	
YAMOI	dep.	8.34	9.04	9.34	11.40	12.43	13.03	1.64	1.79	2.04	2.74	3.04	
YAMOI	dep.	8.36	9.06	9.36	11.42	12.45	13.05	1.66	1.81	2.06	2.76	3.06	
YAMOI	dep.	8.38	9.08	9.38	11.44	12.47	13.07	1.68	1.83	2.08	2.78	3.08	
YAMOI	dep.	8.40	9.10	9.40	11.46	12.49	13.09	1.70	1.85	2.10	2.80	3.10	
YAMOI	dep.	8.42	9.12	9.42	11.48	12.51	13.11	1.72	1.87	2.12	2.82	3.12	
YAMOI	dep.	8.44	9.14	9.44	11.50	12.53	13.13	1.74	1.89	2.14	2.84	3.14	
YAMOI	dep.	8.46	9.16	9.46	11.52	12.55	13.15	1.76	1.91	2.16	2.86	3.16	
YAMOI	dep.	8.48	9.18	9.48	11.54	12.57	13.17	1.78	1.93	2.18	2.88	3.18	
YAMOI	dep.	8.50	9.20	9.50	11.56	12.59	13.19	1.80	1.95	2.20	2.90	3.20	
YAMOI	dep.	8.52	9.22	9.52	11.58	13.01	13.21	1.82	1.97	2.22	2.92	3.22	
YAMOI	dep.	8.54	9.24	9.54	12.00	13.03	13.23	1.84	1.99	2.24	2.94	3.24	
YAMOI	dep.	8.56	9.26	9.56	12.02	13.05	13.25	1.86	2.01	2.26	2.96	3.26	
YAMOI	dep.	8.58	9.28	9.58	12.04	13.07	13.27	1.88	2.03	2.28	2.98	3.28	
YAMOI	dep.	8.60	9.30	10.00	12.06	13.09	13.29	1.90	2.05	2.30	3.00	3.30	
YAMOI	dep.	8.62	9.32	10.02	12.08	13.11	13.31	1.92	2.07	2.32	3.02	3.32	
YAMOI	dep.	8.64	9.34	10.04	12.10	13.13	13.33	1.94	2.09	2.34	3.04	3.34	
YAMOI	dep.	8.66	9.36	10.06	12.12	13.15	13.35	1.96	2.11	2.36	3.06	3.36	
YAMOI	dep.	8.68	9.38	10.08	12.14	13.17	13.37	1.98	2.13	2.38	3.08	3.38	
YAMOI	dep.	8.70	9.40	10.10	12.16	13.19	13.39	2.00	2.15	2.40	3.10	3.40	
YAMOI	dep.	8.72	9.42	10.12	12.18	13.21	13.41	2.02	2.17	2.42	3.12	3.42	
YAMOI	dep.	8.74	9.44	10.14	12.20	13.23	13.43	2.04	2.19	2.44	3.14	3.44	
YAMOI	dep.	8.76	9.46	10.16	12.22	13.25	13.45	2.06	2.21	2.46	3.16	3.46	
YAMOI	dep.	8.78	9.48	10.18	12.24	13.27	13.47	2.08	2.23	2.48	3.18	3.48	
YAMOI	dep.	8.80	9.50	10.20	12.26	13.29	13.49	2.10	2.25	2.50	3.20	3.50	
YAMOI	dep.	8.82	9.52	10.22	12.28	13.31	13.51	2.12	2.27	2.52	3.22	3.52	
YAMOI	dep.	8.84	9.54	10.24	12.30	13.33	13.53	2.14	2.29	2.54	3.24	3.54	
YAMOI	dep.	8.86	9.56	10.26	12.32	13.35	13.55	2.16	2.31	2.56	3.26	3.56	
YAMOI	dep.	8.88	9.58	10.28	12.34	13.37	13.57	2.18	2.33	2.58	3.28	3.58	
YAMOI	dep.	8.90	10.00	10.30	12.36	13.39	13.59	2.20	2.35	2.60	3.30	3.60	
YAMOI	dep.	8.92	10.02	10.32	12.38	13.41	14.01	2.22	2.37	2.62	3.32	3.62	
YAMOI	dep.	8.94	10.04	10.34	12.40	13.43	14.03	2.24	2.39	2.64	3.34	3.64	
YAMOI	dep.	8.96	10.06	10.36	12.42	13.45	14.05	2.26	2.41	2.66	3.36	3.66	
YAMOI	dep.	8.98	10.08	10.38	12.44	13.47	14.07	2.28	2.43	2.68	3.38	3.68	
YAMOI	dep.	9.00	10.10	10.40	12.46	13.49	14.09	2.30	2.45	2.70	3.40	3.70	
YAMOI	dep.	9.02	10.12	10.42	12.48	13.51	14.11	2.32	2.47	2.72	3.42	3.72	
YAMOI	dep.	9.04	10.14	10.44	12.50	13.53	14.13	2.34	2.49	2.74	3.44	3.74	
YAMOI	dep.	9.06	10.16	10.46	12.52	13.55	14.15	2.36	2.51	2.76	3.46	3.76	
YAMOI	dep.	9.08	10.18	10.48	12.54	13.57	14.17	2.38	2.53	2.78	3.48	3.78	
YAMOI	dep.	9.10	10.20	10.50	12.56	13.59	14.19	2.40	2.55	2.80	3.50	3.80	
YAMOI	dep.	9.12	10.22	10.52	12.58	14.01	14.21	2.42	2.57	2.82	3.52	3.82	
YAMOI	dep.	9.14	10.24	10.54	13.00	14.03	14.23	2.44	2.59	2.84	3.54	3.84	
YAMOI	dep.	9.16	10.26	10.56	13.02	14.05	14.25	2.46	2.61	2.86	3.56	3.86	
YAMOI	dep.	9.18	10.28	10.58	13.04	14.07	14.27	2.48	2.63	2.88	3.58	3.88	
YAMOI	dep.	9.20	10.30	11.00	13.06	14.09	14.29	2.50	2.65	2.90	3.60	3.90	
YAMOI	dep.	9.22	10.32	11.02	13.08	14.11	14.31	2.52	2.67	2.92	3.62	3.92	
YAMOI	dep.	9.24	10.34	11.04	13.10	14.13	14.33	2.54	2.69	2.94	3.64	3.94	
YAMOI	dep.	9.26	10.36	11.06	13.12	14.15	14.35	2.56	2.71	2.96	3.66	3.96	
YAMOI	dep.	9.28	10.38	11.08	13.14	14.17	14.37	2.58	2.73	2.98	3.68	3.98	
YAMOI	dep.	9.30	10.40	11.10	13.16	14.19	14.39	2.60	2.75	3.00	3.70	4.00	
YAMOI	dep.	9.32	10.42	11.12	13.18	14.21	14.41	2.62	2.77	3.02	3.72	4.02	
YAMOI	dep.	9.34	10.44	11.14	13.20	14.23	14.43	2.64	2.79	3.04	3.74	4.04	
YAMOI	dep.	9.36	10.46	11.16	13.22	14.25	14.45	2.66	2.81	3.06	3.76	4.06	
YAMOI	dep.	9.38	10.48	11.18	13.24	14.27	14.47	2.68	2.83	3.08	3.78	4.08	
YAMOI	dep.	9.40	10.50	11.20	13.26	14.29	14.49	2.70	2.85	3.10	3.80	4.10	
YAMOI	dep.	9.42	10.52	11.22	13.28	14.31	14.51	2.72	2.87	3.12	3.82	4.12	
YAMOI	dep.	9.44	10.54	11.24	13.30	14.33	14.53	2.74	2.89	3.14	3.84	4.14	
YAMOI	dep.	9.46	10.56	11.26	13.32	14.35	14.55	2.76	2.91	3.16	3.86	4.16	
YAMOI	dep.	9.48	10.58	11.28	13.34	14.37	14.57	2.78	2.93	3.18	3.88	4.18	
YAMOI	dep.	9.50	11.00	11.30	13.36	14.39	14.59	2.80	2.95	3.20	3.90	4.20	
YAMOI	dep.	9.52	11.02	11.32	13.38	14.41	15.01	2.82	2.97	3.22	3.92	4.22	
YAMOI	dep.	9.54	11.04	11.34	13.40	14.43	15.03	2.84	2.99	3.24	3.94	4.24	
YAMOI	dep.	9.56	11.06	11.36	13.42	14.45	15.05	2.86	3.01	3.26	3.96	4.26	
YAMOI	dep.	9.58	11.08	11.38	13.44	14.47	15.07	2.88	3.03	3.28	3.98	4.28	
YAMOI	dep.	10.00	11.10	11.40	13.46	14.49	15.09	2.90	3.05	3.30	4.00	4.30	
YAMOI	dep.	10.02	11.12	11.42	13.48	14.51	15.11	2.92	3.				

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GANDHI AND LANCASHIRE COTTON.

THE MOTIVE BEHIND THE BOYCOTT.

A Bombay Correspondent writes to the *Manchester Guardian* on Gandhi's campaign for the boycotting of foreign cloth—

While Lancashire looks on with amused scepticism, the movement for the boycott of foreign cloth is gaining ground in India. Gandhi has the faith which can remove mountains, and at the moment he is exerting his immense influence to induce consumers to buy only Indian cloth. Piece goods merchants are to place no more foreign orders, and mill-owners are to weave only hand-spun Indian yarn, or at least as much of it as is available. The ideal cloth for Indian use is to be khadi, a rough durable fabric hand-woven and hand-spun. Twenty lakhs of spinning-wheels have been already distributed. Schools for teaching spinning are being opened. There is talk of picketing the shops which sell foreign cloth. Manufacturers are being asked for pledges that they will not export cloth or raise the price of the home product. The Mahatma is appealing to consumers to ration themselves during the transition period. It has been pointed out that the annual consumption of cotton per head fell from 13.6 yards in 1913 to 9.5 in 1920, and that a self-dwelling people could reduce the consumption still further.

Though the campaign strikes the Englishman as crazy, it makes a strong appeal to the patriotism of the nation. Gandhi's heart is wrung with the thought of a half-vitalised race. He sees emaciated men and stunted children trailing across the barren fields of India. India is trying to breathe with one lung, and for full life she needs two. Agriculture alone can never nourish the people. A second industry is needed to keep at bay the chronic semi-starvation which is so much more insidious and demoralising than periodic famine. Gandhi is convinced that spinning-wheels would save the situation. They can be bought for a couple of rupees, and in a few hours a child can learn to use them. There is an inexhaustible market for the yarn, and raw cotton is abundant. Certainly there is a strong case for encouraging so obvious a means of salvation. Gandhi's boycott of foreign cloth is not a vindictive measure. He does not propose a boycott of all foreign goods, only of cotton. If full self-government were granted to-morrow the boycott would not cease. It is a campaign for bread, not for political rights. It is difficult to withhold admiration from the lonely idealist pitting himself against a whole industry. Gandhi is not indifferent to the suffering which may fall upon Lancashire, but he is at first with India's wrongs. He sees that Lancashire has long enjoyed prosperity and high organisation, whereas the Indian peasant is dumb, lonely, and half-starved.

DEAD SCHEMES AS STOPPING STONES.

Gandhi is one of those people who, in every dispute, inevitably takes the side of the under-dog. Fortunately, along with his profound capacity for vicarious suffering goes the temperance which can make a summer out of one swallow. One by one his projects fail, but his spirit remains indomitable. And steadily the people rise on stepping-stones of his dead schemes to higher things. They hurl themselves fruitlessly at one impregnable position after another, but even in retreat they realise more of their own solidarity. If Gandhi's boycott of foreign cloth is to prove as barren of practical result as his boycott of the schools, law courts, and legislative Councils, it will still not have been in vain. Lancashire cotton is coarse, dead, and scarce. Yet the wearing of khadi has become a sort of panacea. And Gandhi will give his vast following no rest until they are all khadi-clad. His activity knows no respite. He might well say, as Socrates once said, "I am a sort of gadfly, given to the State by God, and the State is a great and noble steed who is tardy in his motions owing to his very size, and requires to be stirred into life. All day long and in all places I am arousing and persuading and reproaching you. You will sleep on for the remainder of your lives, unless God in His mercy sends you another gadfly." The great and noble steed will never go at the pace desired by the gadfly, but it does move, and for some time to come it will amble not so far away from Lancashire cotton. Meanwhile, instead of political agitation bringing in economic improvement, it looks as if economic pressure would work towards political enfranchisement.

SIKKIM TALE.

EUROPEAN KING WITH "GOLDEN CROWN."

The servant of a European who is fairly well-known in Calcutta has just returned to this city from the Darjeeling District, writes a correspondent to the *Englishman*, with a most extraordinary story. He stated that his master, who was accompanied by his wife and child, crossed the Tibetan frontier a month ago and has now taken possession of a Sikkim village, of which he has declared himself King. The man is rather vague about routes but he insists that after a march of 14 days from Darjeeling the frontier was crossed. He says that the party then went through incredible hardships till it finally arrived at the village which his master annexed. He adds that his master impressed the villagers because in addition to a revolver he had in his possession a "golden" crown. The servant left the "royal" service and made his way back to India, because the King finally pawned the crown for 400 rupees to a local trader and because there was a likelihood of the fact coming out that the crown was only made of tin gilt over.

A MISSIONARY CAPTIVE.

BANDITS' GAME OF BLUFF WITH THE TUGHUN OF YUNNAN.

The capture by brigands of Mr. Parker, the missionary, near Yunnanfu last month was followed by a communication from the bandit chief to the Yunnan authorities to the effect that their prisoner would be killed unless the whole body of the bandits were taken over by the military authorities and incorporated in the regular forces of that province. The Tughun, however, looked upon the threat as a harmless attempt at bluffing the authorities and sent one of his generals to inform the bandits that, if harm were done to Mr. Parker, he would hunt all the bandits down at once and execute them summarily.

More than a month passed after the capture of the missionary. During that period his friends were extremely anxious, for but little news was received regarding him, while the Yunnan authorities more or less reported that he would be successful in his mission. The bandits at first peremptorily refused to liberate their prisoner, and then submitted other terms which were not acceptable to the authorities. A period of two weeks then passed in which no news was received. It is surmised that the Yunnan General resorted to military preparations against the bandits; for on September 20th it was reported that Mr. Parker had been rescued.

AMERICA'S WOODEN SHIPS.

NEW YORK, August 23rd.

The sale yesterday by the United States Shipping Board of the Government fleet of 305 wooden vessels for about the price it cost to build one has aroused a great deal of mirth, some pathos, and also a considerable degree of indignation (writes *The Daily Telegraph's* correspondent), and a public demand has arisen for a full explanation as to why such a tragedy was necessary.

Mr. Lasker, chairman of the Shipping Board, has explained that the fleet was costing \$12,000 a month to maintain in idleness, and that, despite the fact that it cost approximately \$600,000 to build, no one had responded to the Government's invitations for bids. Mr. Lasker declares that such a situation justifies him in seizing upon the one bid submitted, even though it was only \$252 per ship, because he was on the point of giving the ships away or sinking them, in order to eliminate the cost of maintenance. It is regarded as significant that the successful bidders for the ships—the Ship Construction and Trading Company—themselves built two of the vessels involved, at a cost of \$438,060, minus engines, when the original contract called for their construction for \$75,000 each, and that the company still has a claim against the board for an unpaid balance of \$155,000.

It is claimed that the machinery of the vessels alone, costing something like \$75,000 per boat, should be salvaged for more than the selling price, which amounts to less than the sum claimed from the Government as the balance due for the construction of two vessels. Mr. Lasker declares that the board has not even the funds to scrap the fleet.

INJURED MAN TAKEN OFF STEAMER IN HEAVY SEAS. FOR OPERATION ON A CUNARD LINER.

While 300 miles off the Irish Coast, recently, Capt. F. G. Brown of the Cunard liner *Albatross* picked up a wireless message stating that a fireman on the *Tamagwa*, bound for London, had had his right arm torn off by a ventilating fan, that temporary bandages had been applied, but that he was losing blood rapidly. The *Albatross* was about 50 miles away, but the surgeon, Dr. C. E. Harris, wireless complete instructions. Owing to lack of facilities it was impossible to carry them out on the *Tamagwa*. Realizing the seriousness of the situation, Captain Brown altered the course of the *Albatross* and steered to meet the *Tamagwa*. It required five hours to reach the latter vessel and a small boat was, with some difficulty, launched in a heavy sea. Arriving at the injured fireman's side, the surgeon found that an immediate operation was necessary; otherwise the man was bound to die within a few hours. He wireless to the *Albatross* to make ready for an operation. The fireman, William Ward, of Hull, England, bore the transfer to the *Albatross* with great stoicism, and as the small boat was approaching the *Albatross* he waved his left hand to the passengers lining the rail.

Two American physicians, Dr. McBean and Dr. Gilchrist, were passengers aboard the *Albatross* and had made all necessary preparations in the ship's operating room. The lifeboat containing the injured man was quickly hoisted, and thirty-five minutes after the *Albatross* boat had left the ship Ward was on the operating table and the operation had commenced, with three volunteer trained nurses waiting on the orders of the doctors. The operation was a success, but for the succeeding forty-eight hours the three volunteer nurses took turns watching unremittently at the injured man's bedside. On the *Albatross*'s arrival at Liverpool Ward was removed to a hospital. He was given a great cheer as he was carried off the ship. In the ambulance with him was a nurse, made up by the passengers, and this will see him through his hospital days and for some time after.

Every time the teachers turn out a child who is muddledheaded they inflict the burden of an incompetent citizen on the world for fifty or sixty years.—Mr. W. C. Wells.

"WORLD REVOLUTION."

"A CRAZY EXPERIMENT."

CHICHERIN'S ADMISSION.

[FROM "THE DAILY TELEGRAPH'S" SPECIAL CORRESPONDENT.]

Berlin, August 24th.
In an interview with an American journalist Chicherin, on behalf of the Soviet Government, definitively renounced the world-revolution, which he described as a mere war measure designed to weaken the enemies of his Government. At Koenigsberg Fair, the Soviet delegate, who in a public speech pleaded earnestly for close relations between Germany and Russia, is reported to have used similar language about the entire policy of instant wholesale nationalisation of trade and industry. According to the *Deutsche Allgemeine Zeitung*, he used approximately these words:—

"How could anyone think us so foolish as to believe in the possibility of this crazy experiment? A Socialist order of society in the middle of capitalistic nations in agrarian Russia—that, of course, is nonsense. We never believed in or wanted anything of the kind. What we did in Russia was dictated by the necessities of the war. It was war-socialism, such as Germany, too, was compelled to adopt. From the beginning we intended to abandon this compulsion as soon as the necessity for it disappeared."

As the statements both of Chicherin and the Bolshevik at Koenigsberg can include only those who have neither eyes to see nor ears to hear, their astounding insincerity need not be dwelt upon. One point, however, should be mentioned in passing. At the very moment when Chicherin was assuring the interviewer that the Soviet Government "in no way supports the Third International," and "does not desire to meddle with the affairs of other countries," the German Communists, in conference, were listening to a voluminous letter, in which Lenin gave them detailed instructions how to overthrow their bourgeois Government, and accomplish their part in the world-revolution.

But this discord of voices within the Muscovite Junta only helps to drive home the fact that the statements of Chicherin and the Soviet emissary at Koenigsberg are a frank funeral knell of Bolshevism, and that the political monster has had a long death-agony, and now it is no more. The *coup de grace* has been dealt by the great famine which, however, paradoxically enough, seems likely to prolong for a little the doomed domination of the Bolshevik oligarchy. The appalling disaster which has befallen Russia has temporarily strengthened the Soviet rule, both internally and externally. On the one hand, it has had on the disintegrating Bolshevik clique the consolidating effect which a grave common danger always produces in discordant bodies of men. On the other hand, it has disarmed attack from outside.

Those who know Russia best always feared that the fall of Lenin would probably be followed by a prolonged period of anarchy. But that would mean certain death to many millions. In a crisis like the present any Government is better than none, and the slightest further deterioration of the war-torn, rickety machine of the administration would enormously increase the inevitable vast measure of suffering and mortality. That is why many, even of the bitterest enemies of the Bolsheviks, hold that active measures against them should be suspended for the present, and all available energies concentrated on the work of saving the nation and the country, which are threatened by famine with literal destruction. They will almost certainly prove right, if they also think that such temporary tolerance will only render the doom of the Bolsheviks all the more certain in the end.

Of the putting into practice of the principles implied by Chicherin and his Koenigsberg subordinate every day now brings additional news. Freedom of trade, which was at first confined to the aged and invalid, has now been extended to all classes of the population, and, with the object of coaxing from the peasants their hidden stocks of grain, desperate attempts are being made to stimulate the exchange of goods. Confiscated houses have been restored to their original owners. The principle of payment has been re-established for services, and the products of nationalised institutions and factories, railways, posts, telegraphs, water, gas, electric light, and tramway services are no longer gratuitous.

ENGINEERING CAPITALISTS.
This morning a Moscow telegram brings news of new orders for the renting of factories to private enterprise. This practice is now to be extended to gramophone production, but the output of which could be considerably increased by private initiative. It is laid down that the "business management of the control of the authorities" and that "his stocks and products can be confiscated only by the judgment of the courts." Further, "the entire care of the State for workmen must be transformed into remuneration and brought into connection with productivity." In other words, to be made universal.

Moreover, the development of trade is a necessity for the failure of the tax in kind consequent on the famine demands the elevation of the value of the rouble. This is hoped to be effected by the abolition of the gratuitous services already mentioned, and by "the development of State saving banks." In other words, small capitalists are to be artificially engendered. Foreign trade is to be stimulated by "decentralisation," which probably means its gradual transfer from governmental to private hands. It is "admitted in a *communiqué* supplied by the Soviet delegation here, that 60 per cent of the population of Moscow and Petrograd, who have hitherto been drawing Government rations, must now "arrange for their food supplies by private or co-operative methods." These are only a few examples of much recent evidence that the Bolshevik edifice is crumbling away almost as steadily as it was erected.

RUBBER POSITION

HARRISON AND CROSSFIELD'S OPINION.

FAIRLY HOPEFUL ABOUT THE FUTURE.

Messrs. Harrison and Crossfield, Ltd., who act as agents and secretaries for a group of forty-three rubber companies in the Malay States, write to the *Strait Times* a long letter in which shareholders in rubber companies generally will be greatly interested. They say:—

Much of an extremely pessimistic nature has recently been written about the industry, and as this does not appear to us to be justified by the facts and may induce shareholders to sacrifice their interests, a course which they may subsequently regret, we have thought it desirable to sum up the position as it presents itself to our view.

Rubber production, which, ten or twelve years ago, partook of the nature of pioneering, has now become a sound industry, resting on that surest of all foundations, the permanent unavoidable and growing needs of the whole world for its product. To ignore the accumulated stock in the United Kingdom or the deplorable price to which rubber has fallen would be altogether untrue, but to shut one's eyes to the fact that this is concurrent with the deepest and most widespread depression in trade and finance in living memory, and that the position of the Rubber Industry is no worse than that of many other industries, is equally foolish.

The two serious facts which face the industry are, that rubber is selling at less than the average cost of production, and that "visible" stocks in the United Kingdom are abnormally high and now amount to over 80,000 tons. These conditions, however, are similar to those affecting most other industries to-day.

With the exception of "visible" stocks in the United Kingdom and one or two continental countries, the stocks of the world can only be estimated. Reliable statistics are not available. Probably stocks in the East are above normal, but, owing to the pressure of the financial and trade conditions which have prevailed during the last twelve months, those in the hands of manufacturers, both in America and elsewhere, are certainly reduced.

"Until 1919 consumption seems to have kept pace with output. We estimate that during 1919 'visible' and 'invisible' stocks of the world increased by 10,000 tons, and during 1920 and the first months of 1921 by 75,000 tons. The increase during the last eighteen months is equal to about 25 per cent. of the consumption of crude rubber during 1920 and less than 33 per cent. of the estimated consumption for the current year."

The suggestion that the War demands exceeded the post-war peace demands, negated by the facts. Our estimate of the supplies of all crude rubber, including wild from 1915 to 1920 is as follows:

1915	182,700 tons.
1916	209,500 "
1917	267,500 "
1918	268,800 "
1919	343,000 "
1920	370,000 "

Without any allowance for increase of stocks to correspond with increased consumption, the 1919 consumption of crude rubber is estimated by us at 330,000 tons, and that for 1920 when the world depression set in, at 310,000 tons.

It is now apparent that the rest of the world, outside America, will this year collectively consume the same quantity as in 1920, namely, 80,000 tons. This may be regarded as very encouraging, having regard to the diminished consumption of most other commodities.

The whole of the shortage in consumption likely to be realized this year, as compared with last, may be attributed to America. It is estimated at 70,000 tons, but in our opinion, the drop will not be so great. The various estimates of new cars required, the number of new cars which are being built in America, and the reduction in stocks of manufactured articles which has taken place, lend support to the view that America, which consumed 320,000 tons of crude rubber in 1920, will consume more than 150,000 tons this year.

Having regard to the substantial falling off of the output of crude rubber which has taken place (the rate of which next few months) there is good reason to anticipate that consumption this year may equal the restricted production, but there is no prospect of any surplus stocks in price until the existing surplus stocks are substantially reduced. The extreme pessimism current, however, about the future of the industry, is, we consider, as little justified as the extreme optimism of the early part of 1920.

What is the remedy for the present position? It seems to us obvious that the principal remedy is the temporary restriction of output, organised and unorganised, and all interested in the industry should encourage restriction.

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined by the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 55, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.—Adv.

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INTERPORT POLO MATCH.

SHANGHAI TEAM WINS THE KESWICK CUP.

A large number of spectators witnessed the Interport Polo Match, yesterday afternoon, between the Shanghai and Hongkong teams for the handsome Keswick Cup. H.E. the Governor (Sir Reginald Stubbs), and Lady Stubbs attended and others present included H.E. the General Officer Commanding (Lieut. General Sir G. M. Kirkpatrick) and Lady Kirkpatrick, Mr. Justice Gompertz, the Hon. Mr. Claud Severn and Mrs. Severn, the Hon. Mr. E. A. Irving and the Misses Irving, Mr. E. D. C. Wolf, Mr. C. D. Wilkinson, Mr. R. M. Dyer and others.

Six chukkas were contested and play lasted for a little over an hour—"one crowded hour of glorious life," as the poet puts it. The games were very hotly and keenly contested and although the Shanghai team won by 3 goals to 1 the difference in the scoring hardly coincided with the relative strength of the teams. Hongkong was often on the attack, but had luck, and sometimes bad shooting, prevented them from making a higher score. The Shanghai ponies were rather faster mounts than those of the home team but, on the other hand, the Hongkong ponies were very nimble and quick in turning. The visitors expressed the opinion that the green, though hard, played very well.

In the first chukka, Shanghai went immediately to the attack but, just in time, Timmis got in a strong drive up the field and the home team turned the tide so well that they were soon attacking the Shanghai goal, where Timmis again put in some good work. Shanghai returned to the attack and had hard luck in not scoring. A fine shot by Boyd went just outside the post. Bibby had a fine run down the field from the half way line. With successive strokes he took the ball within easy reach of goal and then missed the ball with his last stroke.

A good piece of combination was seen between Sargeant, Bibby and Neville, in the first stages of the second chukka. Shanghai, at the last moment, managed to knock out the shot, which went wide of the goal. Hongkong continued to press, and Boyd intercepted some good work by Bibby and Neville that seemed likely to be fruitful. Shanghai managed to break away and pressed strongly but Timmis, with a splendid back-hander, turned the tide of battle. Some clever work by Brennan and Boyd again threatened the Hongkong goal, the defender missed the shot and Shanghai had an open goal. The ball, however, went wide by a foot or two.

In the third round, play went in favour of Hongkong for most of the time. A foul was awarded against the home team but the ball went behind the posts. Towards the end, Shanghai put in some brilliant play. Clever combination by Brennan, Boyd and Macmichael led to the first score of the afternoon. Brennan, sending in the ball.

The fourth chukka saw Shanghai attacking strongly. Boyd still failed to score in the first few moments. Sargeant obtained the ball and, taking it down the field in fine style, equalised the score with a perfectly judged shot sent from a distance of at least 50 yards. A few moments later Shanghai had the ball and Macmichael scored. Timmis looked like putting Hongkong on an equality again but his shot missed by inches. Hongkong continued to attack but Shanghai proved themselves excellent in combination and their defence could not be broken through.

A further addition to the visitors' score was made before the fifth chukka had gone very far. Macmichael again scored after a pretty piece of play in which Timmis was eluded. Hongkong made great efforts to turn the tide; they pressed repeatedly, but their shooting was poor. At least two chances were missed. Shanghai again had the best of the play towards the end but the score was unchanged.

The last chukka was very hotly contested. Bibby was unfortunate in not scoring with a back-hander which went close to the post; he had made a fine run down the field and the hopes of Hongkong supporters were high that he would have succeeded. Hongkong continued to play with dash and skill. Fine combination between Sargeant and Bibby broke through the defence; the ball was sent between the posts but, as the whistle had just gone for an infringement, the goal was disallowed. Hongkong still attacked and Neville sent in a shot which only just missed the goal. The game concluded with the score:—Shanghai, 3; Hongkong, 1.

(Continued at foot of next column.)

SPORT.

CRICKET.

HONGKONG C.C. v. THE GARRISON.

Advantage was taken of the holiday yesterday, by the Hongkong Cricket Club to open the season by playing an eleven drawn from the Garrison. A start was made at 10 a.m. in order to finish in time for the Interport Polo Match. An hour before the latter fixture, however, the Garrison had completed their innings with a score of 200, or 80 more than their opponents. F. H. Farthing and R. Hancock contributed 30 and 29 respectively to the home score; otherwise the innings was undistinguished. T. E. Pearce had the misfortune to be caught before he had settled down. Sayer was caught out almost as soon as he reached the wicket. Capt. Spinks, for the Garrison, took 3 wickets for 10 runs.

Major Edwards batted well for the Garrison and compiled the excellent score of 72. Graham (not out, 30) and Culver (29) were the other principal scorers. The following were the details:—

HONGKONG C.C.

T. E. Pearce, c. Wallis, b. Macdonald	9
R. Hancock, c. Edwards, b. Macdonald	29
F. H. Farthing, b. Macdonald	30
R. Sayer, c. and b. Macdonald	1
R. E. A. Webster, b. Wallis	10
N. B. Franks, c. and b. Graham	12
F. H. Farthing, c. Holdman, b. Spinks	30
F. J. de Rome, c. Edwards, b. Davies	11
E. G. Lammert, st. Holdman, b. Spinks	4
L. J. Davies, b. Spinks	0
E. W. Hamilton, not out	2
Extras	10

Total 120

Bowling Analysis.

Davies	0	M.	4	37	1
Macdonald	13	1	31	4	
Wallis	7	1	10	1	
Graham	3	0	13	1	
Spinks	5	0	10	3	

GARRISON XI.

C. O. Oliver, st. Franks, b. Sayer	18
R. P. Beaven, b. Sayer	18
H. M. Edwards, c. Mitchell, b. Lammert	72
P. H. Davies, c. and b. Webster	1
E. G. Spinks, b. Hamilton	5
Macdonald, b. Hamilton	9
E. L. Betts, b. Lammert	0
H. Wallis, l.b.w., b. Lammert	10
Holdman, c. Hancock, b. Lammert	6
E. J. Graham, not out	30
R. Culver, c. Hancock, b. Sayer	23
Extras	15

Total 200

Bowling Analysis.

Hamilton	0	M.	0	30	2
Webster	10	0	33	1	
Sayer	8.4	2	45	3	
Farthing	3	0	15	0	
Lammert	6	1	34	4	
de Rome	5	2	28	0	

THE COST OF LABOUR IN MALAYA.

COOLIES AT \$150 A MONTH.

Kinta Sanitary Board coolies are to have their wages reduced by 10 per cent. from the first day of next month in accordance with similar action taken by the P.W.D.

At the meeting of the Central Pahang Planters' Association a resolution was passed reducing coolies' wages. At the same meeting it was stated that coolies on contract work at Bukit Fraser (the hill station) are getting from \$1 to \$5 a day. Now we know where the public money is going. There are probably many unemployed Europeans who would accept suitable work at a similar rate, temporarily, with accommodation found. One hundred and fifty dollars a month, for a coolie! What is Bukit Fraser going to cost!—*Pahang Gazette*.

Immediately after the game Lady Stubbs presented the massive cup to the Shanghai team, with smaller cups for the individual members.

TEAMS.

SHANGHAI.	HONGKONG.
G. F. Brennan..... 1	C. Sargeant..... 1
C. C. Boyd..... 2	J. E. H. Bibby..... 2
E. H. Macmichael..... 3	Capt. R. Neville..... 3
H. Robinson..... Back Major..... 4	W. Timmis..... Back

Umpires: Brig-General E. B. Macnaghten and Mr. J. Bell-Irving.

Mr. E. H. Macmichael, captain of the Shanghai team, thanked Lady Stubbs for presenting the Cup. He added that the team had enjoyed their visit immensely and were very grateful for the hospitality extended to them everywhere. On behalf of polo-playing members in Hongkong and Shanghai he asked her Ladyship to accept a bouquet.

H.E. the Governor, in acknowledging the compliment on behalf of Lady Stubbs, congratulated the visitors on the excellent game they had played. Their regret that the cup was not to be left here was the greater because Shanghai would not be coming back for it next year. As it was, few Hongkong people would have the pleasure of witnessing the game when the local team endeavoured to recover the cup.

HIS MASTER'S GOODS.

FOUR SHOPKEEPERS CHARGED WITH RECEIVING.

A low standard of commercial morality amongst small retailers was indicated in a case heard by Mr. G. N. Orme, at the Magistrate's yesterday.

An electrician's apprentice was charged with stealing electric light fittings from his master, and four keepers of small electrical stores were charged with having received the goods, well knowing them to have been stolen.

Inspector Wills mentioned that the apprentice recently left his master. After that, a shortage of stock was discovered. Meeting the boy in the street one day, the master said, "Where are my goods?" The boy confessed that he had stolen and disposed of them. He was arrested and took the police to the other defendants' premises, where most of the stolen property was recovered.

The boy, having admitted his part in the matter, left the dock to give evidence for the prosecution on the charges of receiving. One shopkeeper refused to buy unless the boy produced a "chopped" invoice from his master. "This I did," said the boy.

"By helping himself to his master's billheads," explained Inspector Wills. Another shopkeeper said he did not buy until the boy said his master was closing down the business and had some remnants to dispose of. The boy denied this and added, "You asked for more."

The Magistrate said he did not think there was enough evidence on which to convict the shopkeepers of receiving. It was someone in the trade who came to them with goods for sale.

The Inspector: The prices are much below the value. I have the boy's master here.

The Magistrate: I don't think it is worth while calling him. However, I will take his evidence.

From the master's evidence it appeared that the fittings were sold for about one-third of their value. The Inspector remarked that one or two of the shopkeepers only had a small shop window of stock, worth no more than \$10. If they were honest men, why did they not buy stock from the wholesalers instead of from a boy who came in casually?

The Magistrate told the shopkeepers that he did not think they were entitled to buy goods from a young boy in this way. The prices, too, were not at all reasonable. The shopkeepers were each fined \$25 and, "to give him a chance, on account of his youth," a similar penalty was imposed on the boy. The alternative in each case was a month's imprisonment.

"CHINESE EXCHANGES"

CRAZE AT SHANGHAI.

DRIVING BUSINESS AWAY.

The *N. C. Daily News*, in an editorial note, says:—

Everybody doing business with the Chinese knows the extreme value of old associations—old shops, certain time-honoured methods of carrying out particular transactions, and a business site long tenanted by a firm. In some cases the particular emphasis is laid upon the latter desideratum. This brings up once more that vexed matter of the new Chinese exchanges. Their demand for premises is incessant, and, as matters are now proceeding, apparently insatiable. Offers of almost fabulous amounts are made to property owners in the districts most favoured, and unable to withstand the huge profits offered, proprietors in several cases are disposing of their land and buildings which have occupied the same site for years are now being disposed of and some are unable to find other purchasers, and a few, knowing how handicapped they will be by the break with old associations, are said to contemplate closing down altogether. Without any doubt this loss of goodwill is a most serious matter, and considering the commercial depression of recent months the decision is hardly to be wondered at. Yet these old firms are just the ones we want here: they are the backbone of local business; and seeing how much harm the new mushroom concerns have done, any diminution in their number will react unfavourably on the trade situation. Apparently the local authorities have been unable to find the means of action against this exchange craze, but if they exert themselves there is just a chance that they may be able to do something. In the meantime, however, it is good news to hear that an association of tenants is being formed in the hope of protecting their interests against the inroads made by the exchanges.

"An Englishwoman in Berlin" writes to the *Times*:—"The common craze for money and excitement, a relief of the war, affects Germany no less than the rest of the world. In East Prussia, on the borders of Poland, the legend of the 'Golden Mountain' has reappeared. Hundreds of country people make their pilgrimage to a hill said to hide in its depths a buried city with endless gold and treasure. Special trains bring the pilgrims to the nearest station, whence, in slow procession, with prayer and the singing of hymns, they make for the mountain before the people fall to with pick and shovel to dig for treasure. It is a people gone mad for gold."

BANQUE INDUSTRIELLE DE CHINE.

CHINESE CREDITORS LOSE CONFIDENCE.

WANT STATEMENT REGARDING BANK'S AFFAIRS.

PEKING, September 30th.

It appears that the majority of the Chinese creditors do not entirely rely upon the rosy reports of the Chinese Minister and Consul-General in Paris about the possibility of the re-opening of the Banque Industrielle de Chine. After a special conference in the Hu-kwang guild the other day, a memorial was sent to the Ministry of Finance and the Currency Bureau by the creditors and depositors demanding to know exactly whether the official reports of Mr. Chen Lu and Mr. Liao Shih-tsen concerning the Banque are really in collaboration with the facts in Paris, because independent advices from France indicate that up to the present, in spite of the efforts of the Banque's supporters, the French Government has not issued any official or authoritative statement appertaining to the bank's affairs and that especially the French Minister of Finance is showing a cold shoulder towards the Bank. The Chinese creditors, etc., desire to be informed about the actual position of the French bank on the ground that, in permitting the French bank to issue notes and enjoy other banking privileges, both the Ministry of Finance and the Currency Bureau share a certain amount of responsibility for the loss of the depositors, and they also want to know whether the announcement of the Banque's agencies in Peking, Tientsin, Hankow and other cities inviting their creditors to send in their accounts for adjustment is not a camouflage for pulling wool over the eyes of their foreign and native depositors in order to put off the clamouring for payment. Suggestions have been advanced by certain Chinese creditors that unless the Chinese depositors, etc., be paid in full, measures should be adopted to deal with the situation by making nationwide announcements about the insecurity and unreliability of French and Sino-French financial institutions in China with a view to warning wealthy Chinese merchants and others to be always on their guard against dealing financially with French interests in the future because, they maintain, the incident of the Banque practically amounts to commercial fraud and swindling. The well-known Chinese lawyers Lin Sheng-kuei and Wu Kun-wu will be empowered by the Chinese depositors and other creditors to take adequate legal actions on their behalf against the Banque in Paris unless definite announcement of the repayment of their hard earned monies is made by responsible French authorities as soon as possible. During a recent meeting, some of the Chinese depositors wept bitterly because they complained that what they had deposited into the French bank for safe-keeping represented the savings of a lifetime, and their wives and children were entirely dependent upon them for their livelihood. Regarding the Banque, the authorities of the French Legation are curiously reticent and their attitude is causing great suspicion among the Chinese.—*Asiatic News Agency*.

THE EMPEROR OF JAPAN'S HEALTH.

UNFAVOURABLE REPORT.

The Vice-Minister of the Imperial Household, Mr. Sekiya, on October 4th issued the following statement with regard to the Emperor's illness:—

"When bulletins were issued last April His Majesty's health had gradually improved and since that time there has been no marked change for the worse. Exercise has been taken regularly but its duration has been shortened and sometimes the assistance of attendants has been required. Nervous debility and restraint of speech are increasing and signs of exhaustion are more apparent. His Majesty's concentration of mind and memory are failing and the state of his health is uncertain and unfavourable. In his infancy His Majesty suffered from meningitis, which was followed by frequent serious illnesses in his youth, necessitating the best possible care. Since the Coronation, pressure of business, both domestic and international, has regrettably affected His Majesty's health."

JAPAN AND THE MARSHALL ISLANDS.

Mr. Junius B. Wood, in an article on the Marshall Islands, says that the principal activity of the Japanese Government there up to the present can be summed up in the one word: school.

"Seventy years ago," he writes, "the natives of the Carolines and Marshalls learned to say 'Good morning' when they met a stranger. Thirty-five years later they were taught that 'Buena dia' meant the same thing. Twenty years ago they were drilled into 'Guten Morgen' as the approved greeting. To-day they pass with a gentle 'Ohayo.' Every nation that has fingered along this quietest of the world's byways has had an ambition to teach the natives a new tongue. The Micronesians had languages of their own—a different tongue for each cluster of islands. It was quite sufficient for their every-day needs, and it continues to be so. To say 'Good morning' and 'Good-bye' in five different languages is the extent of their poly-glot education. These who came to teach ended by learning the vernacular of the locality. If there is a universal language in the islands, it is English—the language of the first missionary teachers. It is spoken by many of the middle-aged men. The children now are learning Japanese."

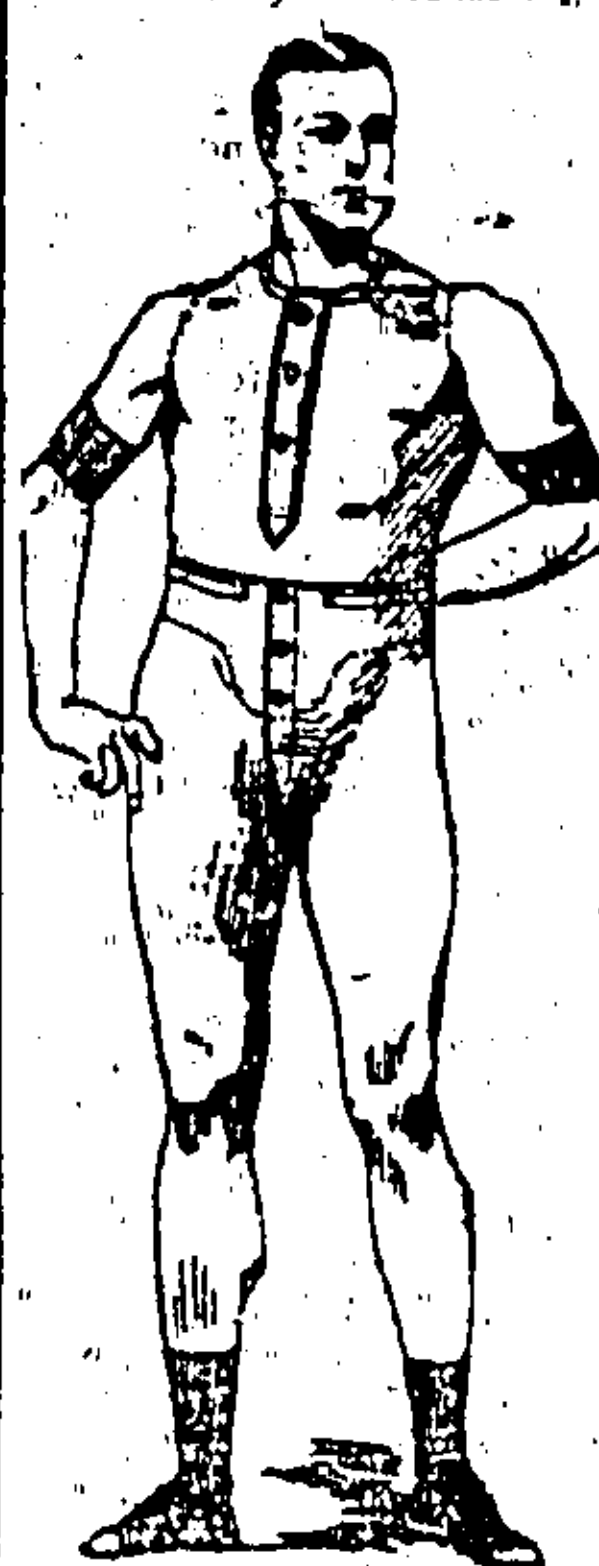
LANE, CRAWFORD'S

MEN'S WEAR DEPARTMENT

EARLY AUTUMN WEAR

Spells of uncertain weather are so prevalent during October that consideration in respect of Early Autumn Wear is an urgent necessity if one is to be properly equipped to withstand all weather vagaries.

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SPECIAL

DISPLAY

DURING

OCTOBER

of Seasonable Underwear, Hosiery, Pyjamas, Shirts, Dressing Gowns and Overcoats will be worthy of inspection. A very fine range of Footwear is also available coupled with an exceptionally attractive selection of Lincoln & Bennett's Hats & Caps.

Reliable goods at competitive prices.

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Particulars and shade books on application.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG

NEW "REGAL" RECORDS

7479 WHERE DO THE FLIES GO? (I KNOW WHERE THE FLIES GO.)	BARITONE
7481 OH, WHAT A PAL WAS MARY (I'M FOREVER BLOWING BUBBLES.)	TENOR
7483 NOBODY KNOWS (SWEET EMALINA, MY GAL.)	BARITONE
7512 IF YOU WERE THE ONLY GIRL (ANOTHER LITTLE DRINK.)	TENOR AND SOPRANO
7521 A PERFECT DAY (SOMEWHERE A VOICE.)	TENOR

ANDERSON'S

Wm. Powell Ltd

TELEPHONE 3146.

GENTLEMEN'S OUTFITTERS.

FOR SPORTS WEAR

we have a good selection of:

SWEATERS

SHIRTS

CRICKET BOOTS

GOLF BROGUES

MUFFLERS.

GOLF HOSE

SOCKS

TWEED HATS

CAPS

DOUBLE TERAIS.

SPORTS COATS.

WHITE and GREY FLANNEL TROUSERS

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES

THE P. & O. S. N. CO'S Steamer

"KARMALA"
Arrived Hongkong on Oct. 9th, 1921.

FROM ANTWERP, LONDON, PORT
SAID, ADEN, COLOMBO AND
SEBAST.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, when each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 10th, 1921. [1578]

ST. JOSEPH'S COLLEGE
FOOTBALL CLUB.

A MEETING will be held on TUESDAY, 11th, October at 5.30 p.m. in the College. All past Pupils interested are requested to attend.

R. M. OMAH,
Hon. Secretary.

"SAM YICK" FIRE CRACKERS.

IT IS HEREBY NOTIFIED that our well-known brand of FIRE CRACKERS known as "SAM YICK" are only obtainable through our authorised Agent—
Mr. AH CHONG of CHONG KING WO, Raw Silk Merchants,
No. 28, King Tai Moon, Canton.

Mr. K. YATUNG of Ming Kee, Mattings Manufacturer,
No. 3, Ngan Chow Street, Honam, Canton.
The public are hereby warned against imitations sold by unauthorised persons.
SAM YICK FIRE CRACKERS
MANUFACTORY.
Tai Leong, September 30th, 1921. [1577]

NOTICE OF REMOVAL.

I have this Day REMOVED my Office to BANK OF CHINA BUILDING, 1st floor. Entrance from Duddell Street.
P. M. N. DA SILVA.
[1552]

NOTICE.

OWNERS OF MOTOR VEHICLES are requested to apply at the Vehicle Licensing Office, Central Police Station for an Enamel Motor Vehicle Licence Number Plate. In future, the registration number plates will be—

- (1) Motor Cars—Enamel plate on the back of the car. Original plate on the front of the car.
- (2) Motor Cycles—Enamel plate on the front of the cycle. Original plate on the back of the cycle.

It is requested that one of the original number plates now in use shall be returned to the Licensing Office in exchange for enamel number plate.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, October 6th, 1921. [1574]

SALE OF H.M. TUG "ST. SAMPSON."

TENDERS are invited for the purchase of the above vessel with Engines and Boilers and Various Auxiliary Machinery on board. Full particulars of the vessel and conditions of sale may be obtained from the undersigned. The vessel will be on view at E.M. Dockyard, Hongkong, from the 28th September, 1921 to the 29th October, 1921. Permits to view the vessel may be obtained on application to the undersigned, and a tender form may be obtained on payment of a deposit of \$500.

PARTICULARS OF H.M. TUG
"ST. SAMPSON."

Length between perpendiculars 135ft 6in.
Breadth extreme 30' 9"
Depth (under side of 6' Bar) 18' 7 1/2"
Keel to upper deck 18' 7 1/2"
Tonnage according to British Rules, Gross 451 Tons.
Nominal Displacement 850 Tons.
At mean draft 12ft 10in.
Present mean draft 10' 9"
Built by Hongkong & Whampoa Dock Co., Ltd., Hongkong.

Completed January, 1920.
Materials of Construction—
Wood—Fittings in Cabins, &c.
Iron—General Fittings on deck, &c.
Steel—Hull, bulkheads, &c.
Decks—Forecastle, Upper and Lower.
A single screw steel steamer of H.P. 1200 fitted with internal electric lighting at 100 Volts.
Built under Lloyd's survey. 100 A.I. for towing purposes.

The vessel is new and has not been in service since delivery from the builders. Tenders will be received in the Office of the Commodore, Hongkong, up to Noon, on MONDAY the 31st October.
H. G. LOWE,
Naval Store Officer.
Hongkong, 22nd September, 1921. [1485]

INTIMATIONS

PUBLIC MEETING.

A PUBLIC MEETING will be held in the CHAMBER OF COMMERCE ROOM in the CITY HALL on WEDNESDAY, 19th OCTOBER, at 8.00, for the purpose of appointing a Committee to make arrangements for the visit of H.R.H. the PRINCE OF WALES to the Colony in April, 1922.
His Excellency THE GOVERNOR will preside.
[1560]

S.S. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR SEILLES in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after the 13th Oct. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th October, 1921, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, 13th inst., at 10 A.M.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, 7th October, 1921. [1573]

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 18th OCTOBER, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 4th, 1921. [1540]

DAIRY FARM NEWS

CHEESE

Edam Cheese ... \$3.00 per ball
Cruyere ... 1.10 per lb.
Gouda (Full Cream) ... 1.10 "
Australian Cheddar ... 85 cts. per lb.
Picnic (Own Make) ... 50 cts. per jar.
Condommier (Own Make) ... 40 cts. per pat.

THE DAIRY FARM, ICE & COLD
STORAGE CO. LTD.PREPAID "WANTED"
ADVERTISEMENTS

Letters are lying at this Office for
B. B. OR, K. K. L. M. L. N. L. I. T. L. U.
L. W. M. A. M. K. M. Z. N. B. A. 50.

FOR SALE—4 STEWART TERRACE
Peak—Apply to H. E. POLLOCK, PRINCE
Buildings. 97

TO LET.

GODOWN at Yauzei.
For particulars apply to—
THE HONGKONG LAND RECLAMATION CO. LTD.
[1148]

TO LET.

GODOWN at Sam Shui Po near
Commodore Dock. Large open compound in front suitable for the storage of Metal, Lumber, Orms, &c. Marine Lot; approached either from land or water side.
For particulars apply to—
W. G. HUMPHREYS & CO.
[1324]

TO LET.

4 LARGE BRIGHT AIRY OFFICES
centrally located.
Apply—
Box No. 1143.
Care of Daily Press Office.
[1557]

FOR SALE.

PEAK DISTRICT, 6-ROOMED BUNGALOW with Garden; Short distance from Motor Road; occupation early in January.
Apply—
A. D.
40 Hume & Horne, Auctioneers.
[1576]

INTIMATION

REQUISITES FOR
SHAVING.

RAZORS.

Gillette,
Auto
Ever Ready
Rogers

RAZOR STROPS.

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SHAVING SOAPS.

Colgates
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SHAVING CREAMS.

Williams
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SHAVING BRUSHES.

A very fine assortment from
best British makers

A. S. WATSON &
CO. LTD.,

(Established 1841)

HONGKONG DISPENSARY

Phone No. 16

HONGKONG OFFICE: 10A, DE VORST RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1921.

THE CHINESE ANNIVERSARY.

NATIONAL anniversaries such as the Chinese people were observing yesterday have their uses. They are, as it were, the resting places on a long journey where the traveller pauses to reflect on the distance he has come and the distance yet to be traversed before his destination is reached. Ten years have passed since the great revolution which overthrew the Monarchy and inaugurated, nominally, a republican system of government in China. It is a very brief space in the history of a nation, and when we reflect on what an uprooting of political ideas this change involves in a country like China, it is not to be wondered at that when reviewing the political achievements of the past ten years and surveying the situation in China as it exists to-day a strong inclination to pessimism results. We see the country lacking in unity of effort, if not in aim and purpose, and we see it riven by strife and warfare on a considerable scale. There has been more war and bloodshed in China in the last ten years than in many previous decades, and it cannot be said that this aspect is offset by any substantial improvement in the government of the country. There is plenty of cause, indeed, for the view that China is fast "going to the dogs." The anniversary was doubtless an occasion for many public speeches yesterday. What, we wonder, was the message of hope for China that they offered?

We are all familiar with the fact that the aspiration for unity finds universal expression in China, and we have no doubt it found abundant expression in yesterday's public utterances, as being

the thought uppermost in the minds of thoughtful Chinese to-day. Its practical achievement is the outstanding problem, and if the anniversary has helped to concentrate public attention on the methods of achievement it will have served a most useful purpose. It has been said that to be discontented with a divine discontent and to be ashamed with a noble shame is the very germ of the first upgrowth of virtue. If we recognise the fact that a "divine discontent" and a "noble shame" lies behind a great deal of the prevalent unrest and political strife in China we may clearly discern a ray of hope for the salvation of the country.

Undoubtedly the prevalent unrest is inspired by a desire to make China a republic in fact as well as in name—in short, a desire for clean, honest, progressive government. We see manifestations of it in many provinces, and not until some means are found of satisfying this aspiration are we likely to see more settled conditions in China. Mr. LENOX SIMPSON, who has been doing a considerable amount of propaganda work for the Peking Government in Great Britain during the past summer, expressed himself in one of his speeches as confident that we are nearer a final settlement than even the Chinese people suspect. We are sure they will generally hope that this confidence is justified. Mr. SIMPSON's belief is that within the next year or two the true solution will suddenly occur to everyone, which is that something closely resembling British Dominion Home Rule is needed in a country of such vast size as China, and that the central capital should be no more than a national clearing-house for business of a specified nature. That this will be the ultimate solution we have no doubt, but that it will come about as speedily as Mr. SIMPSON thinks we hesitate to believe. Meanwhile, it is of interest to note that the method of securing unity which seems to be growing in favour in the North contemplates an alliance between General Wu Pei-fu, who is conducting the war in the Yangtze region on behalf of the Government at Peking, and General CHEN CHUNG-MING, the Governor of Kwangtung, who personally directed the military operations against the forces of the province of Kwangai and successfully overcame them. But both the Peking and Canton Governments are said to be striving to prevent such an alliance. Mr. BRUCE BAXTER, one of the Peking correspondents of the N.Y. Daily News, referring recently to these reports wrote: "These two Generals have not sufficient military strength or financial support to enable them to overcome obstacles that now stand in the way of an alliance between them. The only man that the North can boast of is Wu Pei-fu, and the outstanding figure in the South is CHEN CHUNG-MING. If either Peking or Canton were to lose the support of their popular idol, both of these Governments would be completely destroyed." Both men, it may be added, are of quite a different type from the average military mandarin of China. They apparently share the same political ideals. General Wu Pei-fu, in an interview with Mr. RODNEY GILBERT recently, re-stated his whole-hearted support of a Popular Assembly, which he has been advocating for two years or more, and deplored his inability to call it immediately owing to the opposition of the militarists and politicians. He added that propaganda was now being directed against him by all the established parties, such as the Anfu Club, the Chinpuang, the Kuomintang, embodying malicious inventions. He cited the report of his cutting the river dykes in order to drown the country folks, while his own soldiers declared with heat that this story was untrue and absurd. We are glad to learn that this malicious tale, to which wide publicity has been given, has been definitely contradicted, not only by the General himself but by impartial foreign observers as well. Its wide currency has certainly done the General's reputation great injury, and has very effectively served the purpose of its malicious inventors. But for the publicity given to this story it is probable that greater faith would exist in the possibility of General Wu Pei-fu playing a leading role in the settlement of China's great political problem, but with a restoration of public confidence in him, an alliance with General CHEN CHUNG-MING in this task will not be considered as altogether outside the range of possibilities in the kaleidoscopic world of China. News

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To-morrow is the Day of Atonement of the Jews and all Jewish offices will be closed.

The Musicale arranged to take place at the Helena May Institute on October 9th is unavoidably postponed.

The Chinese business house in Hongkong very generally observed the National holiday yesterday, and there was the usual holiday display of flags in the principal business quarters.

The concluding Lecture by Dr. H. T. Hodgkin, entitled "The Real World," will be given this (Tuesday) evening in the Helena May Institute at 5.30 p.m. The Commodore will occupy the chair.—ADVT.

A meeting of the Licensing Board will be held on Friday, November 4th, for the purpose of considering applications for publicans' licences, etc., for the year 1921-1922.

The sale of the Old Post Office site, conditions of which have already been published, takes place this afternoon. The total upset price for the four lots is \$1,490,310.

Rear-Admiral Crawford MacLachlan, who has been posted to the China Squadron, arrived at Hongkong on the P. & O. steamer Karmala from London. He is relieving Rear-Admiral Borrett on the Yangtze.

A general railway strike was expected in Java in the first week in October. Work was to be laid down on receipt of a telegram from the native communist leader Semadeni. The authorities were prepared for all eventualities.

The union personnel of the Bataafsche Petroleum Company (Java) has sent a telegram to the Minister for the Colonies urging him not to introduce new taxes or raise the present taxes on oil industries, on which the existence of 2,700 Europeans and 54,000 Asiatics depends.

The recent strike of workmen at the dockyards at Kobe, notwithstanding that it was largely a failure, has soon been followed by strikes in other dockyards in Japan. The new epidemic started at the Yokohama Dock Company's yard and spread to the Asano Shipbuilding Yard at Tsurumi, the Yokohama Iron Works (former Uchida Shipbuilding Yard) at Kanagawa which is now under the charge of the Osaka Iron Works, and the Toyo Tekko-jo (Oriental Iron Works) at Hirayama. The leading demand in all cases is for higher wages. Telegraphic information has been received that the Yokohama strike has been settled. The employers agree to a ten per cent increase in wages from November 1st, and double pay for the dismissed workers. They are contemplating the payment of retiring allowances.

THE STOWAWAY'S
"MOTHER."DOCUMENTARY EVIDENCE OF HER
EXISTENCE REQUIRED.

"My mother is seriously ill in the country," a stowaway on the S.S. Tjiboeati told Mr. Orme at the Magistrate's yesterday.

"You couldn't borrow enough for the passage?" inquired the Magistrate, in sympathetic tones.

"No, I have no money," sadly replied the wanderer, who hailed, by the way, from Balakpapan.

"Have you got the letter-telling you of your mother's illness?" asked the Magistrate.

"I left it behind," said the stowaway, evidently taken aback. He had thought he was getting on nicely with the Magistrate until this question arose.

"Pity you haven't got it," said the Magistrate. "It was most important to bring that."

Inspector Spear: He did not say anything about his mother when brought to the Police Station last night.

Without questioning the stowaway's veracity further, the Magistrate required him to postpone his return to "mother" for six weeks. Perhaps by that time she will be better. Equally, it is possible that, if she exists now, she may not then. But it is ill jesting with an aching heart, as Mr. Sergeant Buzfuz said on a famous occasion.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—
October 10th, 10.20 a.m.
Cyclone or typhoon W. of the Bonin Islands, moving N.N.E. or N.E.

CORRESPONDENCE.

THE UNIVERSITY AND THE
CHINESE NATIONAL HOLIDAY

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Permit me a little space, in your valuable columns, to refer to a matter which I think will be of general interest.

Monday, 10th instant, being the Chinese Republic Day, both the Government and the public have observed it as a public holiday, and the University authorities have done the same, too, in past years.

But this year, it seems, some one at the General Office of the University thinks he knows better than the Government and the public and insists on the University observing only a half holiday, in spite of the practice of past years. The notice to this effect bore the signature of the Registrar, and apparently this gentleman was responsible for the innovation.

If the public and the past University authorities think the Chinese Republic Day sufficiently important to be observed as a public holiday surely Mr. Mackintosh can only err, if at all, in good company by following their example. Perhaps Mr. Mackintosh thinks it an event of no importance. But whatever his own views may be, as an official of the University it is tactless on his part to betray his feeling.

The Chinese Republic Day, just like the American Independence Day to the American or the Empire Day to the Briton, is dear to the hearts of the Chinese. To give a half holiday to observe the Chinese National Day is to imply that the event is not regarded as important as those which the University observes as full holidays. This is a slight on the Chinese people, whether in the University or out of it.

Mr. Mackintosh may fondly imagine that his notice will be obeyed with fear and trembling by the students, but if he thinks so, he is sadly mistaken. His notice remains only a notice, while the students are having nice parties in some nearby island. The silent contempt with which the students ignore him is the best antidote for his high-handed proceeding. As to how the public will regard this tactless move of a University representative will be seen when next the subscription list is passed round.

No one, least of all the University authorities, need be surprised if support to the University is coldly given, since it has shown what little regard it has for Chinese feelings.

It is the little rift within the lute that by and by will make the music mute.

And it is just such little acts of thoughtlessness that will ultimately bring the University into disfavour.—Yours faithfully,

BRITAIN'S PACIFIC FLEET:

SINGAPORE'S NEW STATUS.

CHINA, JAPAN & THE CONFERENCE.

THE COLLISION ON THE CLYDE.

OFFICER'S CHARGE AGAINST B.N. BORNEO CO.

LATEST CABLES.

THE PACIFIC FLEET.

MELBOURNE, October 10th.
Naval officers have declared that under the Pacific Fleet will be based on Singapore, Sydney becoming merely a repairing port for Fleet units. Further, all subsidiary naval stations in Australia, including Jervis Bay with the Naval College, will be abolished.

CHINA AND JAPAN.

THE TIMES' COMMENT ON CHINA'S REPLY.

The Times, commenting on the Chinese reply, says the implication is that, whereas Japan desired the question settled before the Washington Conference, the Peking Government is determined to keep it open and bring it before the Washington Conference for judgment. The situation thus created is very unsatisfactory. All credit must be given to Japan for her desire to settle difficult and outstanding questions before the Conference, thus facilitating the discussion of general principles.

The two defects in the Japanese offer are, firstly, the inexpediency on the eve of the Washington Conference of attempting to solve the Shantung Question by direct negotiations with the Chinese Government, whose authority is only nominal, particularly in view of the confused state of public opinion in China; the other drawback is that the offer to restore Shantung is accompanied by a proposal for joint Sino-Japanese control of the Railway, which proposal is immediately seized upon by a section of the Chinese as indicating Japan's desire to maintain a hold over Shantung.

LAIRD LINER SINKS IN THE FIRTH OF CLYDE.

THE "ROWAN" IN A DOUBLE COLLISION.

LONDON, October 9th.
The Laird liner Rowan, from Glasgow to Dublin with a crew of 37 and 68 passengers, sank off the West of Scotland after a double collision. Twenty-four of the crew and fifty-three of the passengers were saved. Two of the latter died subsequently. The disaster occurred in a dense fog at the entrance to the Firth of Clyde. The Rowan was badly damaged. The first collision was with an American vessel. A wireless message for help was sent, and the Clan Malcolm was among the responders. The Rowan collided with her and then foundered.

CAPTAIN STICKS TO HIS POST AND GOES DOWN.

The first collision with the West Comak was not serious. It was expected that the Rowan would reach port, but ten minutes later the Clan Malcolm, hurrying to the rescue at full speed, struck her amidships, tearing a great gash in her side. The Rowan crumpled, and sank like a stone.

A wild scramble ensued. An attempt to lower the life-boats was unsuccessful, as, mostly, the boats were swamped. One of the ship's officers actually jumped on to the Clan Malcolm when the vessels collided. The passengers and crew who were flung into the water struggled to lifebelts and rafts. The task of rescue was impeded by the fog and darkness. The destroyer Wrecker helped to rescue the survivors, many of whom were exhausted by their immersion, two of them dying.

The Captain stuck to the bridge and went down with his ship.

WASHINGTON CONFERENCE.

BRITISH DELEGATION FORECASTED.

WASHINGTON, October 10th.
In a well-informed quarter it is expected that the British delegation to the Washington Conference will be composed of Mr. A. Balfour, Lord Lee, and probably Sir Auckland Geddes, Sir R. Borden (Canada), Mr. Pearce (Australia), and, if possible, General Smuts (South Africa).

The list may be subject to change in regard to one or two members, but it is certain that the British Empire will have six delegates. It remains to be seen whether the United States and Japan will think it necessary to follow suit.

U.S. CHURCH'S CALL TO RELIGIOUS BODIES.

WASHINGTON, October 9th.
The Federal Council of Churches of Christ in America has sent a message to its 150,000 congregations here, including most of the Protestant denominations, urging all religious bodies to seize the priceless opportunity of the Washington Conference to cultivate Christian public opinion in favour of disarmament, and demanding a far-reaching reduction in naval and military armaments.

HEAD OF FRENCH NAVAL MISSION TO CONFERENCE.

PARIS, October 9th.
The Matin understands that Vice-Admiral Debon, formerly Commander of the French Fleet in the Levant, has been appointed Chief of the Naval Mission which will accompany M. Briand to Washington.

BIG LIQUOR RAID BY U.S. POLICE.

UNDERGROUND VAULT PROTECTED BY SHOT GUNS.

NEW YORK, October 10th.
As a result of a raid by 150 police, 31 smugglers and thousands of gallons of spirits have been captured. It is one of the largest hauls made.

The underground vault was protected by shot-guns, which discharged automatically on the approach of intruders.

[The message is mutilated.—Ed. H.D.P.]

DARING LIQUOR THIEVES IN VIRGINIA.

REMOVE WINES AND SPIRITS WORTH \$300,000.

WASHINGTON, October 10th.
Wines and liquors valued at \$300,000 have been stolen from the country residence of the Virginia financier, Mr. Joseph Leiter. The thieves, using acetylene torches, cut their way through a three-inch thick steel door, into the wine-cellar and removed hundreds of cases of liquors in trucks. It is the greatest theft of a private stock since prohibition was enforced. The caretaker was absent at the time of the theft.

YPRES LEAGUE.

FORMED UNDER THE PATRONAGE OF THE PRINCE.

LONDON, October 10th.
A Ypres League is being formed, under the patronage of the Prince of Wales and Lord French, for the purpose of recording upon a Ypres Scroll the names and records of all soldiers who fought and died at this salient.

Contributions are also being asked for the construction of a hostelry at Ypres for the benefit of those visiting the battlefields. Membership of the League is open to all who served at the salient.

FRANCE AND GERMANY.

FRENCH PREMIER ON IMPROVED RELATIONS.

ST. NAZAIRES, October 9th.
M. Briand, who was accompanied by six members of the Cabinet, stated in a speech that the French Government had confidence in the present German Government.

Referring to the problem of fluctuating exchanges, the French Premier dwelt upon the paradoxical situation by which Germany benefited as the result of economic competition throughout the world, while peoples whose rates of exchange was highest found even in their wealth causes of impoverishment. He hoped that the great financiers of the world would recognise the necessity of settling the situation, which could never find complete equilibrium unless worldwide solidarity was brought to bear.

FRANCE WILL NOT TAKE ANY RISKS.

M. Briand, speaking at a banquet, stated that France made the maximum of sacrifices during the war and in peace will get all the reparations of peace and occupy a chief place in the world. The French Government was bound to carry out the treaty of peace in complete agreement with the Allies. The occupation of Dusseldorf and Duisburg was thoroughly justified, for it compelled Germany to recognise her defeat and to observe more scrupulously her engagements and disarm.

France (proceeded M. Briand) will never forget that it was not only French blood which flowed during the war. The French delegates will go to Washington to do their duty and show their thankfulness towards the United States and to do their duty towards France, which will remain armed until its safety is assured. The Government will be immovable regarding the security of the country and the reparations due to it. A victorious France will remain a France of peace, liberty, union and social justice.—Havas.

GERMAN AGGRESSION IN THE NEAR FUTURE UNLIKELY.

PARIS, October 10th.
Speaking at an unveiling ceremony, the State Secretary, M. Guston Vidal, said that any German aggression in the near future was unlikely. The military occupation of the Rhineland affords France the best guarantee of her own safety, but Germany's disarmament was still incomplete, and efforts remain to be made towards that end. The Government has confidence in the German Chancellor, who so far had kept all promises.—Havas.

FINANCIAL PANIC IN VIENNA.

LAVISH ISSUE OF KRONEN LEADS TO MAD RUSH FOR FOODSTUFFS.

VIENNA, October 10th.
A financial panic has been caused by the unprecedented number of kronen issued recently. It has resulted in a mad rush of purchasers buying foodstuffs and goods in the belief that the kronen will soon become worthless.

The Police formed cordons to prevent the demolition of over-crowded premises by excited purchasers. Many shops were cleared of their commodities.

THE KING AT MANCHESTER.

WELCOME AT THE ROYAL EXCHANGE.

MANCHESTER, October 9th.
Twelve thousand people enthusiastically greeted their Majesty at the Assembly Hall of the Royal Exchange, Manchester. Sir Arthur Haworth read a loyal address in which it was mentioned that the Exchange now covered 14 acres and had a membership of eleven thousand, representing two thousand firms operating sixty million spindles and 230,000 looms, with a capital of £20,000,000.

The King, replying, said it was his earnest hope that the ceremony would prove the starting-point in a steady and ever-increasing development of the trades which centred in the Exchange, and that this would promote cordial relations between peoples united by commercial ties.

GREAT BRITAIN'S TRADE.

FEATURES OF SEPTEMBER FIGURES.

LONDON, October 9th.
The trade returns for September show that the imports of raw cotton decreased by £4,840,000, and that exports of manufactures decreased by £38,206,000, including a decrease of £24,348,000 in cotton manufactures.

THE PRINCE'S VISIT TO INDIA.

PROVINCIAL COMMITTEES URGED TO ARRANGE BOYCOTT.

BOMBAY, October 9th.
A working committee of the National Congress and Khalifat workers has passed a resolution, advocating a general strike throughout India on the day of the arrival of the Prince of Wales at Bombay, and urging provincial committees to arrange a boycott on the occasion of the visits of the Prince to their respective cities.

The committee were of opinion that the Congress should inform foreign States that the Government of India in no wise represented India opinion, and that India, as a self-governing State, does not intend to establish trade relations with any State that regarded most treaties between their neighbours and the Imperial Government as mainly designed to perpetuate the exploitation of India, and, therefore, urges States to refrain from entering into such treaties. The committee, in conclusion, assured Mussulman States that respect for their religious obligations would be a guiding factor in framing Indian foreign policy.

RIOTING AT MADRAS MILLS.

POLICE FIRE ON THE MOB.

SIMLA, October 9th.
An official communication states that rioting started in the mill area of Madras on the afternoon of the 5th inst. Bombs were thrown at the police, who fired on the mob, killing one and wounding eight. The troops subsequently patrolled the area. The night was quiet.

BRITISH NORTH BORNEO CO. OFFICER'S SENSATIONAL CHARGES.

LONDON, October 9th.
Amazing allegations against the British North Borneo Company are made in the current issue of the Century Magazine, by Major E. Alexander Powell, who asserts that opium-smoking and gambling are officially encouraged in order to swell the revenues, and that imported labourers are held in a form of servitude not far removed from slavery. Recalcitrant labourers are flogged, and in the event of an insurrection the constabulary are largely recruited from savage tribes, who are permitted to decapitate their prisoners and pile the ghastly trophies in a pyramid in the principal plaza of the capital.

Sir West Ridgway (Chairman of the Company), interviewed, has declared the allegations a tissue of lies, supposedly written by someone with a grudge against the Company. He could not understand how they could be published in a magazine of good standing. It was a very serious matter, and must be dealt with properly.

ATTEMPT ON TROTSKY'S LIFE.

GOODS TRAIN DYNAMITED.

PARIS, October 9th.
A message "from Riga notes that Trotsky has escaped a fresh attempt upon his life. Dynamite cartridges were placed on a railway with the object of wrecking his train, but a goods train, which came first, was blown up and forty waggons were destroyed, with many casualties.

SOVIET DECLARES STATE OF WAR IN PETROGRAD.

REVAL, October 9th.
The Petrograd Soviet has proclaimed a state of war in Petrograd from October 1st. There were many desertions from the Communist party last month owing to famine and the opposition of the peasants, who favour the private ownership of land.

RUSSIAN RELIEF.

RECOGNITION OF PRE-WAR DEBTS DEMANDED.

BRUSSELS, October 9th.
The International Commission for Russian Relief closed its session after voting a resolution which, firstly, recommends the sending of a Technical Committee of Inquiry to Russia and co-ordination of the efforts of charitable societies; secondly, points out that no real solution of the problem can be found unless a way to normal production in Russia is restored; and, thirdly, states that the credits demanded of the Government by the Soviet cannot be granted unless the Soviet gives adequate guarantees and recognises pre-war debts.—Havas.

LEAGUE OF NATIONS' BUDGET.

ALLOCATION OF CONTRIBUTIONS.

GENEVA, October 9th.
How the expenses of the League of Nations are distributed among the members is exemplified by the following figures, which show the units payable by each State:—British Empire and France, each 90; Italy, India, China, and Japan, each 60; Canada, 35; Australia, South Africa and the Netherlands, each 15; New Zealand, Persia, Greece, Portugal and Siam, each 10.

CYCLING.

FRENCHMAN BREAKS UNPAID HOUR RECORD.

PARIS, October 9th.
At Dijon, Louis Dutriou, the champion cyclist, has broken the world's unpaid hour record of 25 miles, 1,133 yards, established by F. H. Grubb, at Herne Hill, on July 10th, 1910, by covering over 27 miles.

AMERICAN MARRIES GREEK PRINCESS.

PRINCESS XENIA'S RECORD.

PARIS, October 9th.
The marriage of Mr. Leeds and the Princess Xenia of Greece has been celebrated here. The Queen-Dowager of Greece was present.

[Mr. Leeds is the son of Princess Christophor of Greece, who was previously Mrs. Leeds, her first husband being an American millionaire. Princess Xenia is seventeen.]

CLASSICS FOR THE BUSINESS MAN.

A BANKER'S CONFESSION.

The conference of the Classical Association at Cambridge opened, on August 3rd, when the presidential address was delivered by Dr. Walter Leaf, the President-Elect, who is chairman of the London County Westminster and Parr's Bank. The Vice-Chancellor took the chair.

Dr. Leaf chose as his subject, "Classics and Realities," and read a letter of congratulation from the president of the American Classical League in which the hope was expressed that the humanistic rather than the mechanistic spirit in classical education would be sought. The writer said that the world owed Germany much for scientific studies, but could not look to her to find the spirit of humanism, which was the true life of the classics.

Proceeding with his address, Dr. Leaf said that this year for the first time the Association had offered its presidency to one who was neither a teacher of classics nor a man of science, but who had been engaged, ever since he took his degree at that very university, in business in the City of London. He was once the guest at a luncheon given by the classical club of one of the great business cities of the world (Chicago), and they sang the "Star-Spangled Banner" and "Three blind mice" in Latin. (Laughter.)

He ventured to tell the assembled club that in his opinion there was no better training than the classics for a man who hoped to go far in business. The Chicago newspapers treated this statement as a mildly humorous paradox, but he wished to repeat his confession of faith there in all seriousness. The depression in the popular estimate of the classics reached its nadir undoubtedly early in the war at a meeting in Burlington House at which a good many people who ought to have known better made a good many rather foolish statements of which he hoped they were now repenting.

That meeting was a conspicuous instance of what he had taken to calling "the herd instinct." At that moment it seemed that nothing could win the war but pure science. No education that did not lead directly to the invention of rational people. (Laughter.) There was a jer at some statesman who did not know the origin of glycerine, and it was inferred that no one could lead the people in war if he had not been trained in the chemistry of fats. (Laughter.)

There had clearly been a reaction against that extreme view. The more fact of the appointment of the Prime Minister's Committee on Classics was evidence for it. That Committee had made good use of its opportunity. Its report was unanimous; it was studiously moderate, and on the whole it might be regarded as distinctly hopeful. The all important action by the Workers' Educational Association was bearing fruit in the desire for a broadening of the whole base of teaching, with a definite inquiry for Latin, and even Greek. There was a natural desire that the workers themselves should be able to present their own case, whether to the public, or to their employers, on equal terms; that there should be more freedom from the necessity of academic mouthpieces, howsoever friendly and able. But behind all this he believed that the sense of the need for all human beings of a widened outlook was ever more insistently urging itself and thrusting into the background the old cry for "vocational training."

If this instinct for the larger outlook grew, the future of the classics was safe, and it was to this that they had to turn their ideas and their work. The classics must cease to become luxury; they must be a necessity. He advanced these theories as a confession of faith from one who was from the academic side a more outsider, but who had carried into the outer world of commerce and finance not merely a love for the classics, but an inspiration for his daily work; who had found in the realities of his working life constant points of contact with the science of classics, and who believed in the teaching of classics as the best education for the supreme art of dealing with men.

REFORMING THE LAWS OF INHERITANCE.

A Bill equalising the laws of inheritance has passed its third reading in the British House of Lords. It provides that a wife shall inherit the same from the husband dying without a will as the husband would from the wife in the same circumstances; that a mother shall inherit the same as a father; and that where both mother and father survive an intestate child they shall each inherit the same. It also abolishes primogeniture and provides that all children, boys or girls, shall rank equally in inheriting from an intestate parent.

EMPIRE UNITY.

MR. HUGHES ON THE CONFERENCE.

THE WARNING OF RUSSIA.

Mr. Hughes, the Prime Minister of Australia, was entertained at a farewell luncheon given by the British Empire League at Claridge's Hotel, on August 22nd. Mr. Churchill (Secretary of State for the Colonies) presided over a gathering representative of many interests in Great Britain and the Dominions.

Mr. Churchill, in proposing the health of Mr. Hughes, said they knew that he set before the other objects of his life the permanent and unchallengeable maintenance of the British Empire.

Mr. Hughes, who on rising to respond was received with loud cheers, said the Conference which had just concluded its labours had been a memorable one. It had done work that would endure; it had made permanent a structure which was erected amid the smoke of battle. It had registered soberly and deliberately those doctrinal ideas which came out of the circumstances of the war; this Commonwealth of nations was more truly a commonwealth of nations because of the Conference. They had enunciated those doctrines and subscribed to those decisions which were in truth the foundations of an enduring Empire. They had been struck during the war and since the interdependence of the various parts of the Empire. Without Britain the Dominions would have perished in the war; and without the Dominions victory would have been impossible. (Cheers.) Their safety, like their prosperity, depended on united action, and they had solemnly resolved—there never was for a moment in the mind of any of them a doubt about that—that to the outside world they were not many, but one. For good or evil they had resolved to stand that path. (Cheers.) It was a wise resolution. It was, indeed, an epitome of the development of our race—from the tribe to the nation, and then to the Empire. The different members of the Empire were dependent on one another not only for security but for prosperity. The Dominions were the best customers Great Britain had, and the inhabitants of Great Britain were the best buyers of their products. So, considerations of Great Britain's prosperity were ever before the Dominions, and it did concern them vitally how things were going here. (Cheers.) So they naturally asked, "Is all well with you?"

The world was in a state of turmoil and chaos, and many of them at the Conference said that it was a beacon light to the world, a rock upon which distracted and storm-tossed people might find a refuge—the British Empire. Great Britain was the main pillar of the temple, and if that pillar were destroyed, the temple of their greatness would fall and they would be crushed amidst the ruins.

The importance of ideas in determining the destinies of nations could not be exaggerated. An idea which had poisoned the minds of the German nation led from the path of peace. Russia today lay a pitiful and pathetic spectacle—and that was Bolshevism! The effect of a Bolshevik Russia was felt here. If we had here a mountain of wool and not a mountain of metal, that could not be disposed of, it would be 300 millions of people, more or less, were no longer in a position to buy the products of other nations. The poison of Bolshevism, diluted if they liked, had been drunk by the people of Great Britain, and the effects could be plainly seen. If this country was to buy the goods of the Dominions and to hold its own in that fierce war after the war which was now raging, its people wanted a new sort of ideas. It was not the things that Lenin and Trotsky had done to the bodies of the Russian people that had destroyed them, but the things they had done to their minds. Bolshevism stood for the destruction of civilization.

What was true of Great Britain applied to Australia, America, and every great country in the world. Bolshevism sought to impose on the world the rule of the unfit. It was clear that Great Britain could not hope to support 45 millions of people except upon a basis of manufacturing greatness. That depended on the ability to produce goods that would find a market throughout the world in competition with the goods of other nations. The poison of Bolshevism, taken in weak doses, had taught men to believe that high wages were a possible irrespective of production. He said to the working men of England—and of Australia—that there was only one way by which high wages could be obtained, and that was by a frank recognition of fundamental, economic truth. Employment at high wages or any wages at all depended on Great Britain on one thing only, and that was the production of goods at a price which would enable them to be sold in the markets of the world. If the rulers of the world offended them, let them pluck these rulers out. Rulers were nothing, but great economic truths were everything. If they would not have Mr. Lloyd George let them have another. But they could not take these truths and scrap them without destroying themselves utterly.

They had endeavoured to do something in the Imperial Conference for the migration of people from one part of the Empire to another and for the development of its great resources, but they had done little, and they could not hope to do much until there was a recognition by the people of Britain that in such development lay their safety, and that it was as much a domestic problem as that came before the Mother of Parliaments.

CLASSICAL EDUCATION IS THE BEST TRAINING FOR THE REALITIES OF LIFE.

GOVERNMENT CONTROL GIVES THE WORST OF BOTH THE COMPETITIVE SYSTEM AND NATIONALISATION.

My present-day sympathy goes out more and more towards the middle classes.—The Bishop of Birmingham.

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IYO MARU ... Friday, 22nd Oct., at 11 a.m.

ATSUTA MARU ... Friday, 11th Oct., at 11 p.m.

SHIDZUOKA MARU ... Friday, 25th Nov., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MIYO MARU ... Saturday, 22nd October.

MATSUYAMA MARU ... End of November.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.

AKI MARU ... Tuesday, 15th Nov., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DUBBAN MARU ... Thursday, 20th Oct.

DELAGO MARU ... Friday, 25th Nov.

NEW YORK via SUEZ.

RANGON MARU ... End of Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU ... Middle of November

BOMBAY via Singapore, Penang and Colombo.

AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

SENTEI MARU ... Saturday, 16th Oct.

TOTOMI MARU ... Tuesday, 25th Oct.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU (calling Nagasaki) ... Tuesday, 11th Oct.

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SHIDZUOKA MARU ... Friday, 14th Oct., at 11 a.m.

KAGA MARU ... Friday, 28th Oct., at 11 a.m.

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OUR LONDON LETTER.SOME FACTS AND OPINIONS ABOUT
SINN FEIN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 8th.

CHINESE COUPON PAYMENT DELAY.

The financial papers give considerable prominence to the fact that holders of Chinese Government Bonds (1924-1928) have been informed that the coupon due August 25th has not been paid, the requisite funds not having been received in this country from China. As you are aware, the loan is commonly known as the Marconi Loan, the bonds having been originally issued in 1919 to Marconi's Wireless Telegraph Co. against a contract entered into with the Chinese Government, and later on re-issued to the public at 105 per cent. through the British Bank for Foreign Trade. The amount of the loan is £800,000. The view taken here is that the hitch is only temporary, and it is being suggested that the late of the Banque Industrielle de Chine, which acted at Peking as agents for the loan, may have something to do with the affair.

Anyway, as showing the confidence there is in Chinese integrity, the incident has had only a very mild effect on the market for Chinese securities. The *Times* says, in a reference to the matter, that "the scrupulous rectitude of the Chinese in the observance of contracts has long been a tradition in the City." It is agreeable to be able to put this testimony upon record in an article for publication on your side of the world.

One fact emerges with clear and unmistakable distinctness from the proceedings of the Trade Union Congress which has been sitting at Cardiff. There is not the least disposition to have anything to do with the Revolution by force which is the cry of the Communist International. The extremists who have had so much to do with our trade and industrial troubles in the past few years are avowed supporters of this sinister organisation. The plain, straightforward Trade Unionist has no use for them. They have been found out. Their acts are anti-social. The coal stoppage and its consequences have taught the British workers what would happen if the extremists had their way—as they had, in fact, in Russia.

Another point emphasised at the Conference is the necessity of promoting a better understanding with the workers of other nations, that, as the President expressed it, "the barbaric and insane method of settling differences by killing will be remedied. A system which can produce such a tragedy as the great war stands condemned. The millennium is still far off; there is no illusion on that score in the minds of British workers. But it may be taken that more than ever before the question of settling international disputes by some method of arbitration will have a place in Trade Union policy."

THE CASE OF POPLAR.
The majority of members of the Poplar Borough Council are now in prison for refusing to levy rates for L.C.C. and Asylum purposes. They claim that as Poplar is a poor Borough with a low assessment—a penny in the £ only producing £23,000, while at Westminster a penny rate produces about £25,000—there ought to be equalisation of rating in the London area; so that the rich Boroughs would help to pay for the poor ones.

This is a specious argument, and the Government went so far as to promise that something would be attempted to place London rating on a more equitable basis than at present. That was four years ago, since when nothing has been done. The action of Poplar is one of those things that forces the hand of officialdom. Unless some definite step is taken we shall have some of the other poor Boroughs following the lead that has been dramatically given to the accompaniment of processions of Socialists, who have escorted the recalcitrant Poplar Councilors to the prison gates, with bands and banners and the waving of the Red Flag.

Meanwhile it may be noted that the rates at Poplar are £1 6s. in the £. This is mainly due to the Borough Council and the Board of Guardians practising Socialism at the public expense. Their policy has been to scrap the constitutional work of years past, and dip their hands generously in the public purse in order to carry out Socialist doctrines.

AN IMPRISONED EDITOR.
One of the Poplar worthies who has gone to gaol is Mr. Lansbury, the Editor of the *Daily Herald*, which purports to give the world of Labour the pure gospel of Socialism every morning. He has lodged a claim to be permitted to edit his paper from the prison-cell at Brixton. This recalls Mr. T. W. Stead when he was on the crest of the wave of his popularity as editor of the *Pall Mall Gazette*. He performed the feat of editing the famous journal from Pentonville.

The porter from the office used to visit the goal every morning, carrying communications of various kinds requiring the editor's personal attention and the trusted messenger returned with "copy" for the day's issue, including a leader. It is not generally known, perhaps, that till the end of his life Stead celebrated every anniversary of his commitment to prison dressed in a convict's arrow-marked suit. I believe they were the actual clothes he wore, and he got them through the kindness of the then Chairman of the Prison Commissioners.

IMPOSSIBLE IRISH DEMAND.
Even a Labour-Socialist Government would be unable to assent to the demands of Sinn Fein. Mr. J. H. Thomas, M.P., emphasises the one fact that Sinn Fein refuse to face. He roundly asserts that "no party could give Ireland a free and independent Republic." Great Britain could no more tolerate that than the Northern States could tolerate the secession of the South, and all the let-

(Continued at foot of next column.)

GERMAN REPARATIONS.

FRANCE AND MR. KEYNES.

Of all the economists who have written on the Peace Treaty none has roused the ire of Frenchmen more than Mr. J. M. Keynes, writes the Paris correspondent of the *Daily Telegraph*. The latest article of Mr. Keynes, in which he promises whether Germany can pay the sums she is called upon to pay, is analysed in the *Temps* and, in reply to memorandum of the German Minister of the National Economy, who proposes a vast combination of mortgages which would enable Germany to pass over the difficult years by giving real guarantees to her foreign creditors. The *Temps* considers that it is regrettable that Mr. Keynes, if he knew of this memorandum, did not discuss it in the article in which he pretends Germany's insolvency, and argues without wishing to do so.

As to Mr. Keynes's remedies—to increase the price of the coal delivered by Germany and to decrease the expenditure on military occupation—the comment is that these two measures, whether justified or not, would be detrimental to France. France receives the largest quantity of coal delivered by Germany, and she is argued here that if Germany has to cease making payments from February or August next year, it would be only just to put in reserve to the common account of the creditors the largest amount of liquid money that she pays over this year. There would thus be funds available with which to attempt some operation of international credit, and so enable Germany to tide over the period of insolvency prophesied by Mr. Keynes. In any case, it is pointed out, Mr. Keynes's article tends to prove that it is necessary to revise as soon as possible the decisions of the Financial Conference.

On the subject of leniency towards Germany, M. Foincare, late President of the Republic, speaking at the inauguration of the war monument at Etain, in the Meuse, declared that France was not inspired by hatred. If Germany loyally recognised her defeat and earnestly sought to indemnify France for all the harm she had done, France would listen without any difficulty to counsels of indulgence and generosity, but in the presence of an impatient country which had learned nothing by the defeat of her armies, Frenchmen were not disposed to promulgate amnesties which would strangely resemble capitulation.

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COST OF WORKMEN'S HOUSES IN ENGLAND.

The report of the Departmental Committee on the cost of workmen's houses says that the advance in the price of materials is no longer explicable by war restriction of output, because the output is now higher than before the war. The report instances bricks 36s. per thousand in 1914, and 101s. in May, 1921; Portland cement 37s. per ton in 1914, and 87s. in May, 1921. The Committee is not satisfied that the present cost of material is justified, but expresses the opinion that the high water mark has been reached and a downward trend has begun.

ters of all the special pleaders for Sinn Fein in the world cannot alter that fact. What is felt here is that if only the Southern Irish would realise the impossibility of the realisation of the Sinn Fein demand, and prepare to permit commonsense to moderate their claims, they could have peace and freedom at once.

In political circles in this country it is considered that there is a good deal that is sinister in Sinn Fein's dealing with the great and generous offer of Dominion Home Rule. The Prime Minister, in his letter last week to Mr. de Valera, pointed out that under the proposed settlement Ireland would have absolute control over her destiny—"every nerve and centre of her national existence" was the Premier's phrase, and he added that she would "in fact, within the shores of Ireland, be free in every aspect of national activity, national expression, and national development." The States of the American Union, sovereign though they be, enjoy no such range of rights. And yet at the moment there are some who hesitate to accept all this and run the risk of a Reign of Terror being again set up in Ireland!

IS THIS THE CASE?
The impression that has so far marked Sinn Fein's demands, and Sinn Fein's conduct in the existing negotiations lends force to the argument which I hear used, namely, that Sinn Fein is not an "all for Ireland" movement at all, but is part and parcel of a great and world-wide "all against Great Britain" conspiracy. This point of view is adopted and vigorously advanced by the *Morning Post*. The paper points out that Mr. de Valera calls himself and is called by his henchmen President of the Irish Republic, and, as a matter of fact, he is controlled by a secret organisation calling itself the Irish Republican Brotherhood.

The interesting information in this connection is given by the *Post* that the Irish Republican Brotherhood is an organisation which is affiliated with international acts of desperadoes, and that the real directing power is behind Mr. de Valera, using Ireland as a pawn in a very much bigger game, in which Germany, Russia and India are also pieces on the board. If this view be correct the real object is not the peace of Ireland but the destruction of the British Empire.—H.B.

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SHANGHAI & TIENTSIN via SWATOW ... "HORSANG" ... Thurs., 13th Oct., D'light.
MANILA ... "LOONGSANG" ... Fri., 14th Oct., 3 p.m.
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SHIPPING NEWS

ARRIVALS.

October 9th.
Kaifu Maru, Japanese str., 1,250 tons, Capt. Y. Yoshizaki, from Bangkok, with rice.—Koon Sang.
Poulet, Chinese str., 311 tons, Capt. Chan Chau, from Fort Bayard, with a general cargo.—Hung Shun.
Seattle Maru, Japanese str., 2,621 tons, Capt. M. Tajima, from Nagasaki, with a general cargo.—O.S.K.
Surabaya Maru, Japanese str., 2,728 tons, Capt. Y. Takada, from Sandakan, with a general cargo.—O.S.K.
Wah Hong, Chinese str., 254 tons, Capt. Chung Hin Fong, from K. G. Wan and Macao, with a general cargo.—Wing Hing.

October 10th.

Barnes Maru, Japanese str., 610 tons, Capt. S. Taniguchi, from Trinito, with coal.—Kumura & Co.
Hermelin, Norwegian str., 1,164 tons, Capt. T. Davidson, from Saigon, with rice.—Thornsen & Co.
Hongkong, British str., 1,350 tons, Capt. Ferguson, from Swatow and Shanghai, with a general cargo.—J.M. & Co.
Hwah Kuo, Chinese str., 1,115 tons, Capt. T. Weibust, from Port Pearce, with cement, stone.—Geo. Grimble & Co.
Ikomasa Maru, Japanese str., 1,952 tons, Capt. H. Mamiya, from Milke, with coal.—M.B.K.
Kuan Ying Fat, Chinese str., 440 tons, Capt. O. Noronha, from Canton, in ballast.—Globe Navigation & Co.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kiu, from Tourane, with a general cargo.—Wai Hing.
Loongyung, British str., 1,003 tons, Capt. Simpson, from Manila, with a general cargo.—J.M. & Co.
Ningpoan, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern Navigation & Co.
Shantung, British str., 1,568 tons, Capt. H. Robertson, from Canton, with a general cargo.—B. & S.
Soochow, British str., 1,594 tons, Capt. E. Monaghan, from Shanghai, with a general cargo.—B. & S.
Taipei, Chinese str., 1,044 tons, Capt. Z. Masaki, from Chefoo, with a general cargo.—Yue Tai Hong.
Tjisundari, Dutch str., 5,019 tons, Capt. N. van Wyck, from San Francisco and Shanghai, with a general cargo.—J.C.J.L.

VESSELS EXPECTED.

Taiyo Maru (T.K.K.), due October 20th.
Ats Maru (N.Y.K.), due October 13th.
Benten Maru (N.Y.K.), due October 10th.
Bowen Castle (Dodwell-Castle Line), due end of November.
Japan (B.I.), due October 19th.
Kama Maru (N.Y.K.), due October 27th.
Kirin Maru (N.Y.K.), due October 13th.
Monteagle (C.P.S.), due October 20th.
Nyanga (P. & O.), due October 28th.
Rhetus (Blue Funnel line), due October 23rd.
Shidzuoka Maru (N.Y.K.), due October 12th.
Somali (P. & O.), due November 8th.
St. Albans (E. & A.), due October 24th.
Sun Maru (N.Y.K.), due October 15th.
Toridia (B.I.), due October 28th.
Tydrus (Blue Funnel line), due October 12th.
Wray Castle (Dodwell-Castle line), due second half of October.

A. MOTOR LINER.

BRITISH EXPERIMENT.

A London telegram to Indian papers, dated September 20th, says:—A considerable revolution in steamship travel is expected if the forthcoming trials of the first motor passenger liner will be made successful. These trials will be made in a few days with the *Domala*, a vessel which has been constructed on the Clyde for the British India line to ply between London and Calcutta. The *Domala* has a gross tonnage of 9,000 tons, a speed of 13 knots and fuel consumption of 18 tons of oil per day. It is estimated that there will be a substantial saving effected in running costs compared with coal. Among other advantages is the ability to dispense with funnels.

SUNRISE AND SUNSET FOR OCTOBER.

The Director of the Royal Observatory gives the times of sunrise and sunset in Hongkong for the month of October as follows (standard time of the 130th meridian, East of Greenwich):—

Date	Sunrise	Sunset
October 11	6.18	6.02
" 12	6.19	6.01
" 13	6.19	6.00
" 14	6.19	5.59
" 15	6.20	5.58
" 16	6.20	5.57
" 17	6.21	5.56
" 18	6.21	5.55
" 19	6.21	5.54
" 20	6.22	5.54
" 21	6.22	5.53
" 22	6.22	5.52
" 23	6.24	5.52
" 24	6.24	5.51
" 25	6.24	5.50
" 26	6.25	5.50
" 27	6.25	5.49
" 28	6.25	5.48
" 29	6.26	5.47
" 30	6.26	5.46
" 31	6.27	5.45
November 1	6.28	5.44

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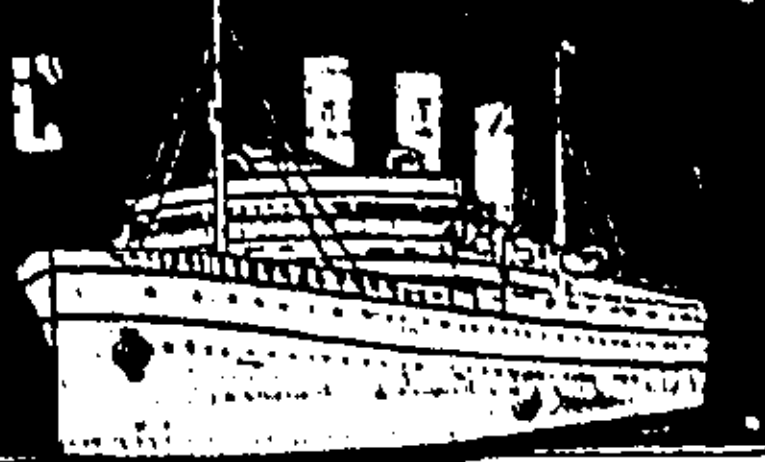
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Nov. 3rd. Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING" s.s. "CHINA"

Nov. 23rd. Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING. Telephone, Passenger Dept. No. 1934.

ICE HOUSE STREET. Tel. Freight Dept. & Agent. No. 2181.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

S.S. "NILE"

HONGKONG TO JAVA. HONGKONG TO SHANGHAI.

November 13th. October 29th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING. Telephone, Passenger Dept. No. 1934.

ICE HOUSE STREET. Tel. Freight Dept. & Agent. No. 2181.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

s.s. "MACASSAR MARU" sailing on or about 15th Oct.

For MOJI, KOBE, OSAKA and YOKOHAMA.

s.s. "BORNEO MARU" sailing on or about 26th Oct.

For further particulars please apply to—

Tel. No. 2206.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
PERSIA MARU	9,000	Oct. 30th, at 10.30 a.m.
TAIYO MARU	20,000	Oct. 29th
SIBERIA MARU	20,000	Nov. 15th
SHINYO MARU	20,000	Nov. 27th
SHINYO MARU	20,000	Dec. 15th

* Calling at Dairen and omitting call at Keelung and Shanghai.

* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE. THROUGH BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS

SHIYO MARU

RAIYO MARU

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

[34]

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER

* "West Ivis" 20th Oct.

To LOS ANGELES & SAN FRANCISCO

* "West Calera" 24th Oct.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Vaux Road. Tel. 3005.

[45]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

* "WEST JESSUP" sailing about 14th Oct.

* "WEST JAPPA" sailing about 15th Nov.

* "WEST IVAN" sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY.

4th Floor, Princes' Buildings Telephone 1062.

28

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

AMERICAN STEAMERS

FOR SAN FRANCISCO via SHANGHAI, KOBE ETC.

LEAVE HONGKONG ARRIVE SAN FRANCISCO

s.s. "HOOPER STATE" Nov. 18th Noon Dec. 8th

s.s. "EMPIRE STATE" Dec. 6th Noon Dec. 24th

s.s. "GOLDEN STATE" Dec. 14th Noon Jan. 5th 1932

FOR SINGAPORE AND SOERABAYA

s.s. "EMPIRE STATE" sailing Nov. 8th noon.

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR SHANGHAI

s.s. "DOYLESTOWN" sailing Oct. 18th.

FOR HAIPHONG

s.s. "CADDOPPEAK" sailing 7th Oct. 16th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, rates, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Manions, Hongkong.

THE EAST ASIATIC CO., LTD.

COPENHAGEN

The M/S. "MALAYA"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN

and other SCANDINAVIAN PORTS.

About 31st October.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.
JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON ROTTERDAM, HAMBURG & GLASGOW

S.S. "KENTUCKY" ... 8th Oct.

GENOA, LONDON & ROTTERDAM

S.S. "CITY OF PEKIN" ... 29th Oct.

LONDON, ROTTERDAM & HAMBURG

S.S. "CITY OF DELHI" ... 12th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.
General Agents.NEW YORK DIRECT
Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

"BURYMACHUS"	via Suez Canal	12th Oct.
"CITY OF ADELAIDE"	via Suez Canal	1st Nov.
"TYDEUS"	via Suez Canal	18th Nov.
"KANSAS"	via Suez Canal	17th Nov.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG.
HONGKONG AND CANTON. REISS & CO. CANTON.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
HANGHAI, KORE & YOKOHAMA	"AMAZON" ... 11,000	On or about 6th Nov.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, & PORT SAID, SUEZ	"ARMAND BEHIC" 11,000	On or about 22nd Oct.
	"CORDILLERE" 11,000	On or about 1st Nov.
	"ANDRE LEBON" 22,000	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

H. RODENFUSSE,
Acting Agent,
Queen's Building

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers; Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Pasmore	TUESDAY, Oct. 11th, at 2 P.M.
"HAILOONG"	Capt. W. Cooper	TUESDAY, Oct. 18th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAE & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"D'NERA"	5,400	20th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,800	29th Oct.	Marseilles, London & Antwerp
"KATMALA"	9,000	18th Nov.	Marseilles, London & Antwerp
"BYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"BORYALUS" ... 3,600 ... 15th Oct. ... Singapore only.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	18th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	14th Nov.	

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,300	11th Oct. 6 a.m.	Amoy, Shanghai and Kobe.
"KARMALA"	8,000	11th Oct. noon.	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	4,500	28th Oct.	Yokohama direct.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for Marseilles and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets. All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passengers, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road, Central, HONGKONG. Agents.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and For. Said.

"AMAZON MARU" ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Thursday, 27th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BUSHO MARU" ... Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND points U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" (out Shanghai) ... Thursday, 20th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon, For. Said.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS via SUEZ ... Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai ... Saturday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMARUSA MARU" ... Saturday, 22nd Oct.

TAKAO via SWATOW & AMOY ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building. [18]

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"SAILING SUBJECT TO ALTERATION"		

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Break Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Transvaal Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ship
SWATOW & BANGKOK	"KALAN"	On 11th Oct.	Noon.
SWATOW & SHANGHAI	"SHANTUNG"	On 11th Oct.	Noon.
TIENTSIN	"KIUKIANG"	On 12th Oct.	4 p.m.
AMOI & SHANGHAI	"SOOCHOW"	On 12th Oct.	Noon.
SHANGHAI & TIENTSIN	"KALAN"	On 12th Oct.	10 a.m.
SHANGHAI & TIENTSIN	"CHEVAN"	On 12th Oct.	4 p.m.
SHANGHAI	"CHIHAI"	On 12th Oct.	Noon.
SWATOW & SINGAPORE	"SUIYANG"	On 12th Oct.	10 a.m.
SWATOW & BANGKOK	"LOOCHOW"	On 12th Oct.	10 a.m.
	"CHUSAN"	On 12th Oct.	10 a.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, Tientsin and Yantai (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 88.

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

For VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai & Japan Ports). From Hongkong. Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "COAXET" ... Oct. 16th

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERDEEN" ... Dec. 7th

Through Bills of Lading issued to Overland Ocean points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Marlborough. [7]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

S.S. "CADARETTA" ... Sailing Sept. 29th.

S.S. "LAKE ONAWA" ... Sailing Oct. 16th

FREIGHT ONLY.
FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES—

5th Floor, Hotel Marlborough,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 2, 1st HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "JADDEN" ... 24th Oct.

For freight space and particulars apply to—

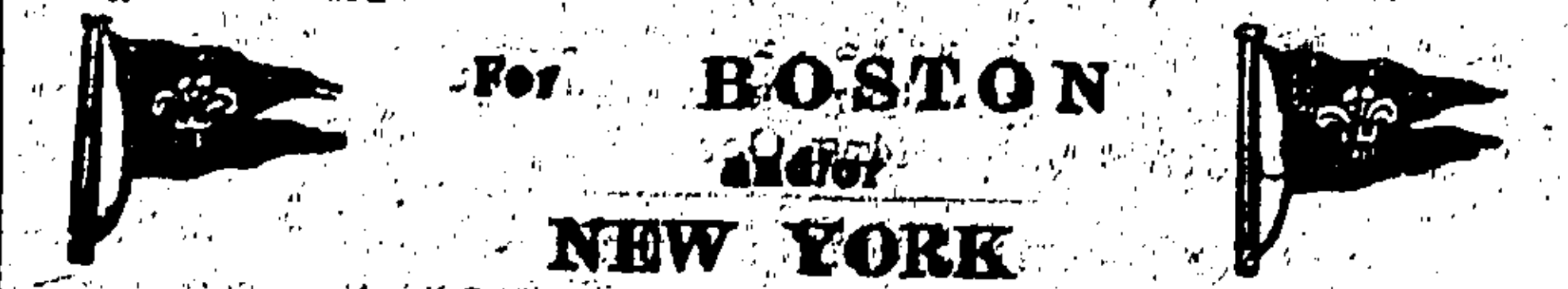
BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE

Telephone 2477 & 2478. AGENTS. 5th Floor, Hotel Marlborough.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers



S.S. "GARLIC PRINCE" ... (via Suez) Oct. 23rd

For Freight and full particulars apply to—

FURNER, (FAR EAST) LIMITED
(Incorporated in Great Britain),
25, George's Building.Telephone 1166,
Telegrams "Farprince."

[16]

